



### 3.1.3 Town Centre Redevelopment Guidelines – Local Planning Policy

<b>Type:</b>	Regulatory Services - Planning
<b>Legislation:</b>	Planning and Development Act 2005
<b>Delegation:</b>	N/A
<b>Other Related Document:</b>	ToEF Town Planning Scheme No 3

#### Objective

The intent of this document is to provide detailed guidance for new development within the East Fremantle town centre. The document provides:

- A background summary of the prevailing planning context.
- A statement of desired intent that describes a vision for how the town centre should grow and evolve.
- A set of planning objectives to support the statement of intent.
- Detailed guidance in respect to a series of elements that need to be considered during the planning and design of new development.

The document is supported by attached plans that indicate:

- A context plan that identifies the relationship between the Town of East Fremantle and other centres within and adjacent to the Town (Plan 1).
- The area to which the document applies and a set of precincts within that area (Plan 2).
- A plan that identifies important pedestrian connections to surrounding destinations within the Town of East Fremantle (Plan 3).
- A plan identifying important desired pedestrian connections within the town centre (Plan 4).
- A concept plan that indicates how the structure and built form of the town centre might evolve (Plan 5).
- A height plan that identifies notional building height limits across the town centre precinct (Plan 6).

#### Background

Whilst the surrounding suburban areas show signs of prosperity, the East Fremantle town centre itself is generally regarded as unattractive and outdated, with a significant proportion of the local community seeking their needs at other centres with greater amenity and a broader and more attractive range of services. The town centre has seen recent development of denser urban housing, notably along St Peters Road, which has improved the appearance of the centre and contributed to the development of a stronger local community within the centre. However, the commercial core of the town centre and the Canning Highway environment remains largely unimproved.

Centres of activity, such as the East Fremantle town centre, have increasingly become the focus of State Government planning policy. In 2010, the Western Australian Planning Commission (WAPC)

released *Directions 2031 and Beyond - Metropolitan planning beyond the horizon* and *SPP 4.2: Activity Centres Policy for the Perth and Peel Regions*; together these documents identify the need and the means to encourage a greater intensity of development in activity centres to enable more people to live within close proximity of the services they need, to reduce car dependence and increase the long-term sustainability of the region. The main implication of this State Government policy is that the Town of East Fremantle town centre would ideally accommodate more than 600 additional dwellings by 2031, in order to meet the targets in the policy, which are designed to help support local services and public transport, and to relieve pressure on suburban residential areas for greater residential capacity.

A more sustainable town centre also means ensuring that there is a variety of housing types that appeal to a broad range of future residents, and developing building stock that can adapt to changes of use over time in response to the needs of the existing community and future generations to come.

The recent State Government policies also reinforce the fundamental principle of *Liveable Neighbourhoods* (WAPC: 2009 update) that describes how urban areas should be composed of a network of interconnected mixed-use centres that lie at the heart of their own walkable catchments. The location of the East Fremantle town centre and its notional walkable catchment is identified in Plan 1. In response to *Liveable Neighbourhoods*, it is important that additional growth in the town centre and surrounding areas is in a manner conducive to pedestrian movement.

Another important implication of this policy approach is that focussing growth in activity centres relieves development pressure on the surrounding suburban neighbourhood. This is particularly relevant to East Fremantle where much of the surrounding neighbourhood contains a long-established building stock with a desirable character, including some with heritage significance.

Given the refocussing of State Government planning policy towards activity centres, and subsequent interest within the development industry about the potential for significant development in these locations, it is important that the Town of East Fremantle adopts a position on what constitutes an acceptable form of development to meet higher order planning policy; what will satisfy the concerns of the local community; and enables the viable redevelopment of the under-performing town centre – that is the purpose and function of this document.

## **Policy**

### **Extent of the East Fremantle Town Centre Detailed Area Plan**

This document is applicable to the area defined in Plan 2. Whilst the area includes all of the existing town centre and adjacent mixed-use zones in the Town Planning Scheme, it has been extended to include some of the surrounding area – principally an area to the north of Canning Highway, and more of the Canning Highway corridor. The reasons for this are:

- The current town centre zone reflects an emphasis on the permissibility of commercial uses, whereas the new *SPP 4.2: Activity Centres Policy for the Perth and Peel Regions* places a much stronger emphasis on the incorporation of residential development within activity centres – particularly where medium to high density residential development is used as a transition from a busy centre to the quieter suburban surrounds.
- The Canning Highway corridor is the most visible part of the town centre to visitors and should be seen as an integral part of the town centre.

- The Canning Highway corridor should be treated as a street with a degree of consistency on each side, rather than a barrier between two different environments.

A series of precincts have been identified within the designated town centre area (as shown on Plan 2). These are:

- Town Centre Core Precinct
- Canning Highway Precinct
- Frame Precinct

The purpose of the precincts is to group together areas with similar characteristics and enable differing development provisions to be applied to each precinct where applicable.

### **Statement of Desired Intent**

The intent of the Town of East Fremantle is to encourage the evolution of the East Fremantle town centre into a robust, vibrant, mixed-use urban village with enough residents, jobs and services to sustain and meet the local needs of the existing community and future generations to come. More specifically, the desired intent of the Town Centre Core Precinct is to be the principal focus of the commercial activity within the town centre.

The desired intent of the Canning Highway Precinct is to establish a mixed-use urban corridor of development with small-scale office-based commercial activities at ground floor with predominantly residential uses above.

The desired intent of the Frame Precinct is to provide a predominantly medium-density residential transition between the town centre and the surrounding suburban residential areas. It is envisaged that this transitional area would consist of more urban forms of development such as multiple and grouped dwellings.



*A montage of images that suggests the overall desired intent for the East Fremantle town centre.*

The overall intent for the town centre is elaborated upon in the following set of planning and urban design objectives:

### Planning and Urban Design Objectives:

The proposed Town of East Fremantle's planning and urban design objectives for the East Fremantle town centre are to:

- Encourage and stimulate renewal of the town centre and transform it into a desirable urban village that is the focal point for the local community.
- Establish a character that is sympathetic to, but not a continuation of, the surrounding suburban neighbourhoods.
- Establish an active and attractive street experience.
- Provide diverse and adaptive housing types that are not readily available in the local area.
- Encourage mixed-use development.
- Create a context for a diverse range of businesses and services.
- Retain a local supermarket, and other attractors such as a Post Office, within the town centre.
- Maintain and improve, where possible, pedestrian connectivity to the surrounding neighbourhoods.
- Restrict the perceived and overall heights of new buildings to a scale that is appropriate to their settings within an urban village.
- Encourage buildings that are elegantly proportioned and richly articulated to provide visual interest and relief from uniformity.
- Maintain the significance and visual prominence of the Town Hall, and treat adjacent buildings with respectful sensitivity.
- Reduce the scale of new development at the edge of the town centre where there is an interface with existing suburban residents.
- Avoid disruption of the urban form with large areas of car parking, and encourage parking that is under, above, or behind new buildings.
- Retain and enhance existing view corridors.
- Encourage the use of alternative modes of transport to the motorcar.
- Distribute traffic movement where possible and avoid 'bottlenecks'.
- Incorporate a network of publicly accessible open spaces, such as arcades and piazzas.
- Incorporate a generous amount of vegetated landscape, either by means of new planting or the retention of existing.
- Maintain a degree of continuity in the landscaping of publicly accessible areas.

### **Detailed Urban Design Guidelines**

In support of the above planning and urban design objectives, the Town of East Fremantle will refer to the following performance criteria and acceptable development standards in each Element for additional guidance in the assessment of development proposals.

### Element 1: Urban Structure

Town structure describes the pattern of development, streets, and other publicly accessible spaces that together make up the built environment.

In regard to urban structure the policy objectives are:

- To ensure that the East Fremantle town centre is integrated with the broader urban and suburban environment.
- To ensure that the movement network and accessible spaces - encourage walking and community interaction, and, thus, lead to a more attractive and sustainable centre.

<b>Performance Criteria</b> <i>New development should meet these criteria.</i>	<b>Acceptable Development Standards</b> <i>The acceptable development standards are ways of meeting the performance criteria.</i>
To achieve good urban structure within the East Fremantle town centre, development should: <ul style="list-style-type: none"><li>.. Maintain a hierarchy of legible, permeable and interconnected streets that maximise walkability to, and within, an activity centre to encourage visible human activity and reduce reliance on car-use.</li><li>.. Provide a robust urban framework of streets, street blocks, lanes, footpaths, services, and open spaces that can adapt to changes of use over time.</li><li>.. Provide publicly accessible spaces to foster the community interaction and a sense of belonging.</li><li>.. Incorporate views and vistas to nearby landscape features such as existing parkland and the Swan River into the urban structure to strengthen the identity of the town centre and its sense of place.</li></ul>	<ul style="list-style-type: none"><li>.. Provide for the pedestrian connections identified in Plans 3 and 4.</li><li>.. Maintain, as a minimum, the current degree of permeability for vehicle movement on gazetted streets.</li><li>.. For all developments with a NLA equivalent floorspace of more than 5,000m<sup>2</sup>, provide publicly accessible open spaces* with a combined area of at least 150m<sup>2</sup>.</li></ul> <p>* <i>May include arcade type spaces that are partially open to the elements, but shall not include fully enclosed internal floorspace.</i></p>

### Element 2: Land Use

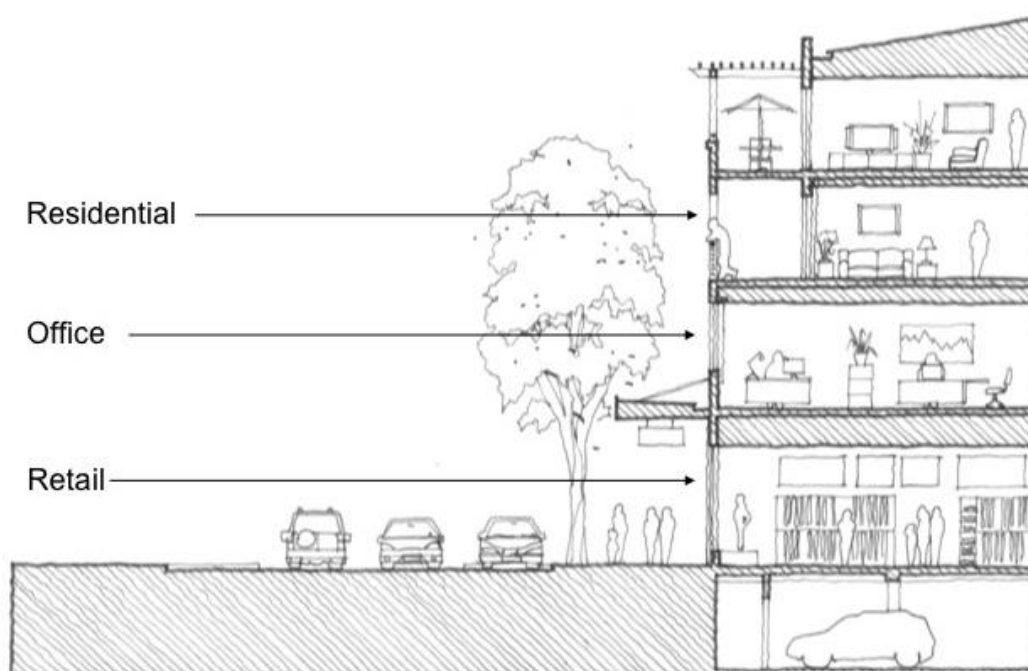
Land use describes the range of activities that occurs within the town centre.

In regard to land use, the policy objectives are:

- To provide a vibrant, interesting, attractive focus for human interaction in the community.
- To provide an appropriate context for intensive land uses that employ or attracts relatively high numbers of people, and encourages pedestrian movement between different activities.
- To encourage mixed-use development.
- To engender a residential community within the town centre to create a sense of community and provide opportunities for passive surveillance, or 'eyes on the street', outside normal business hours.

<b>Performance Criteria</b> <i>New development should meet these criteria.</i>	<b>Acceptable Development Standards</b> <i>The acceptable development standards are ways of meeting the performance criteria.</i>
In regard to land uses within the East Fremantle town centre, development should:	<ul style="list-style-type: none"><li>.. Town Centre and Canning Highway Precincts: Developments shall incorporate commercial uses consistent with those 'permitted' under the relevant TPS No. 3 zoning and shall</li></ul>

<b>Performance Criteria</b> <i>New development should meet these criteria.</i>	<b>Acceptable Development Standards</b> <i>The acceptable development standards are ways of meeting the performance criteria.</i>
<ul style="list-style-type: none"> <li>.. Provide attractive locations for different but compatible types of land uses, which recognise the different spatial needs of different land uses and the appropriateness of the scale of the centre.</li> <li>.. Provide a diverse range of complementary land uses within comfortable walking distance of each other to reduce car-dependence &amp; the need for expensive land-consumptive road &amp; parking infrastructure.</li> <li>.. Incorporate 'attractors' with high visitation rates that regularly encourage people to an activity centre.</li> <li>.. Incorporate uses that will generate activity at different times of the day to establish a highly visible human presence in streets and other public places.</li> <li>.. Enable a residential community to be established within an activity centre to engender a sense of community within the place; increase the number of people within the centre outside business hours; and provide the potential for 'eyes on the street'. Council may exercise discretion to increase the residential density by up to 50% where there is significant public benefit in the development, and where the residential mix includes short-term accommodation or smaller and more affordable apartments.</li> <li>.. Incorporate land uses that create a higher density of jobs to help increase the number of people within the centre during business hours.</li> <li>.. Identify opportunities for affordable housing to ensure that urban living is an accessible choice for everyone, including those people who can least afford to live far away from jobs, services and public transport.</li> <li>.. Identify opportunities to establish home-based business and live-work housing, where the premises can evolve in time to small office accommodation.</li> </ul>	<p>incorporate a minimum of 40% of Net Lettable Area (NLA) floorspace for multiple dwellings and/or short stay accommodation.</p> <ul style="list-style-type: none"> <li>.. Frame Precinct: The preferred use is multiple dwellings and grouped dwellings. Small-scale commercial uses may be incorporated as components of mixed-use developments providing they are compatible with a residential environment.</li> <li>.. Provide residential development in accordance with the relevant standards* in the Residential Design Codes of WA for R-AC 2 (Town Centre Core Precinct), R160 (Canning Highway Precinct), and R100 (Frame Precinct).</li> </ul> <p>* unless otherwise varied by this Planning Policy</p>



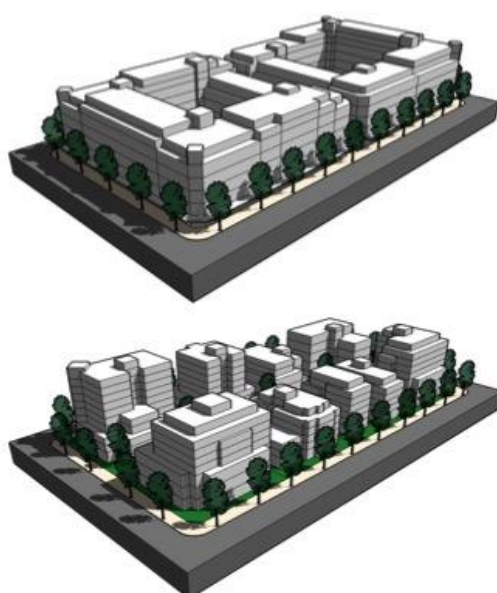
### Element 3: Building Form, Scale and Height

Building form, scale and height provide definition to the overall shape and size of buildings.

In regard to building form, scale and height, the policy objectives are:

- To allow a sufficient mass of building within the town centre to accommodate enough people and activities within the centre to generate a sense of liveliness.
- To balance the need for denser, higher, and more efficient urban built form with the desire to match the scale of development in the town centre to its functional role in the regional hierarchy – fulfil the function of neighbourhood activity centre as determined by the State Activities Centres Policy.

Three main scales of urban development  
2: Urban Scale (notionally 3-8 storeys)

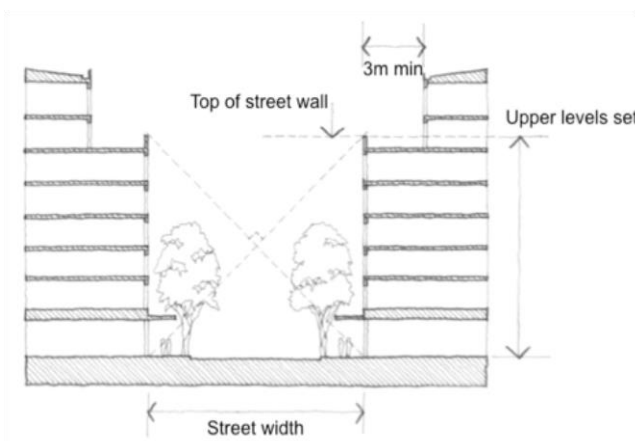


*Indicative examples of appropriate scales and forms for buildings in a town centre.*

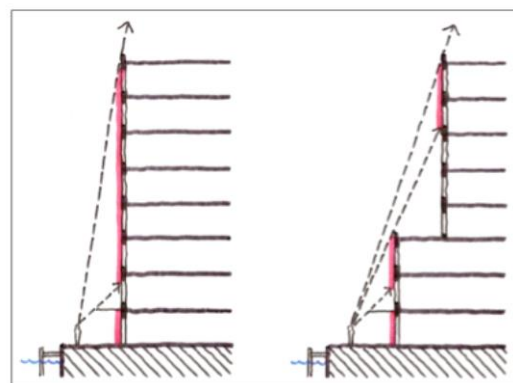
Performance Criteria	Acceptable Development Standards
<i>New development should meet these criteria.</i>	<i>The acceptable development standards are ways of meeting the performance criteria.</i>
<p>In regard to building form, scale and height within the East Fremantle town centre, development should:</p> <ul style="list-style-type: none"><li>.. Establish a scale of development that is reflective of the centre's role as an urban village.</li><li>.. Maintain an attractive scale to streets and other public spaces through the use of appropriate</li></ul>	<ul style="list-style-type: none"><li>.. Limit the overall mass of new development to a plot ratio of 3.5 (for the Town Centre Core Precinct), 3.0 (for the Canning Highway Precinct, and 2.0 (for the Frame Precinct).</li><li>.. Limit the overall height of new development to the heights as indicated in Plan 6, except where the development provides significant public benefit (such as publicly accessible spaces, public car-parking, or activities that are deemed to be</li></ul>



Performance Criteria	Acceptable Development Standards
<p><i>New development should meet these criteria.</i></p>	<p><i>The acceptable development standards are ways of meeting the performance criteria.</i></p>
<p>building facade heights, particularly for the lower and most visible levels of buildings where they define the edge of a street or other public space.</p> <ul style="list-style-type: none"> <li>.. Establish a reasonable transition between larger-scaled development within an activity centre and the domestic scale of any existing adjacent residential development.</li> <li>.. Modulate the building mass to create visual interest and break down the perceived scale of large developments.</li> </ul>	<p>advantageous to the community or the town centre as a whole), and where the additional height is set back a minimum distance of 3 metres to avoid excessive overshadowing of adjacent properties, and treated in a visually recessive manner to reduce its visual impact on the street.</p> <p><i>* Height maximum is inclusive of plant and external structures that occupy in excess of 20% of the roof area</i></p> <ul style="list-style-type: none"> <li>.. In addition to the overall height limits shown on Plan 6, limit the 'street wall' height to 5 storeys in the Town centre core and 3 storeys in the Canning Highway Precinct, except for buildings in the 'Town Hall Sensitivity Zone' shown on Plan 6, where the height shall be no greater than the height of the town hall parapet, with any further development above that height to be set back a minimum of 3 metres and treated in a visually recessive manner to reduce the apparent scale of the building. Refer to diagram 'A' below.</li> <li>.. As indicated on Plan 6, limit the overall height of buildings, in the Frame Precinct to 3 storeys.</li> <li>.. In the Canning Highway and Frame Precincts, new development shall be limited to 3 storeys within 12metres of adjacent existing residences.</li> </ul>



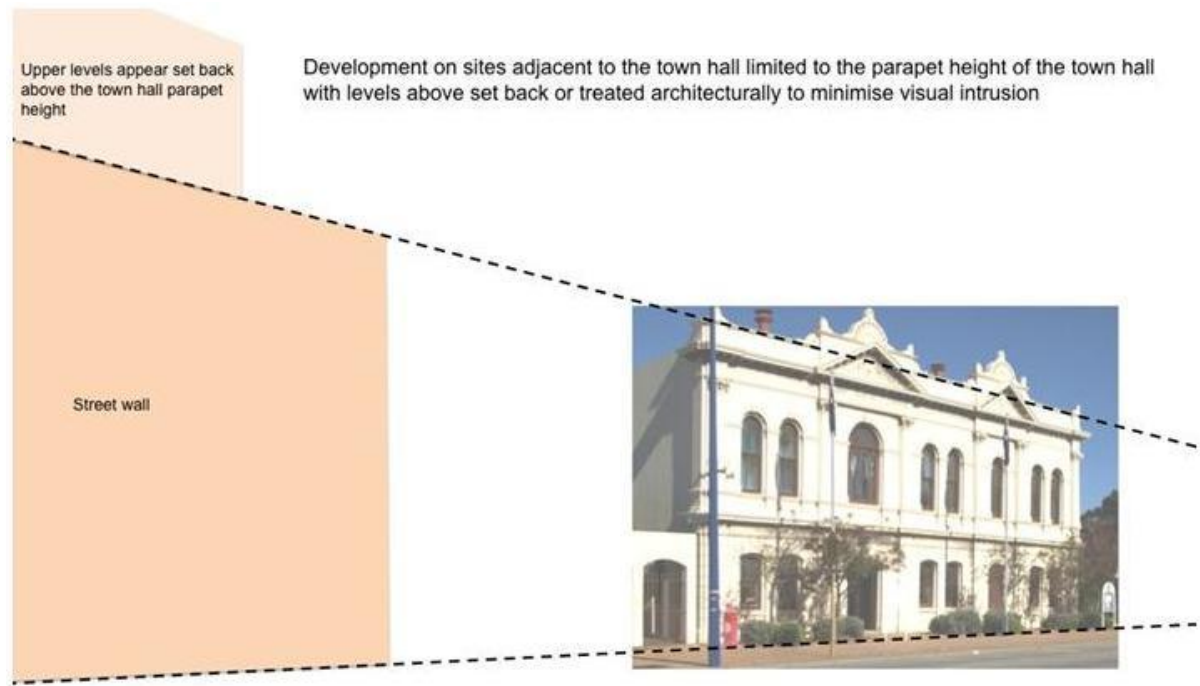
***Indicative example of a building's street wall with the upper levels set back***



***Setting the upper levels of development back from the street reduces the perceived height of development***

***Example of how setting upper levels back reduces the perceived bulk of a building***





**Diagram A**

#### Element 4: Occupant Amenity

Occupant amenity refers to the quality of experience enjoyed by residents and other building users within the town centre.

In regard to occupant amenity, the policy objectives are:

- To recognise that urban living is a different experience from suburban living and that the aspirations of suburban dwellers for quiet, privacy and solitude cannot be applied to the same extent to urban dwellers.
- To provide a reasonable and appropriate degree of noise insulation and privacy for residents within the centre.

Performance Criteria	Acceptable Development Standards
<i>New development should meet these criteria.</i>	<i>The acceptable development standards are ways of meeting the performance criteria</i>
<p>To ensure a reasonable level of occupant amenity within the East Fremantle town centre, development should:</p> <ul style="list-style-type: none"> <li>.. Ensure that all buildings promote a high standard of living and workplace for occupants to maintain the option of urban living or working as a desirable choice.</li> <li>.. Provide reasonable access to natural light, natural ventilation and sunlight wherever possible to reduce energy consumption and increase the quality of the occupant experience.</li> <li>.. Maintain a reasonable distance between activities that are clearly incompatible or incorporate design measures to mitigate potential nuisances on adjacent occupants.</li> </ul>	<p>.. Development shall be consistent with the relevant standards* in the Residential Design Codes of WA for R-AC2 (Town centre core precinct), R160 (Canning Highway precinct), and R100 (Frame precinct), with exception plot ratio conflicts with</p> <p>* <i>unless otherwise varied by this Planning Policy.</i></p>

.. Provide a reasonable degree of privacy for centre residents within the context of an urbanised environment.	
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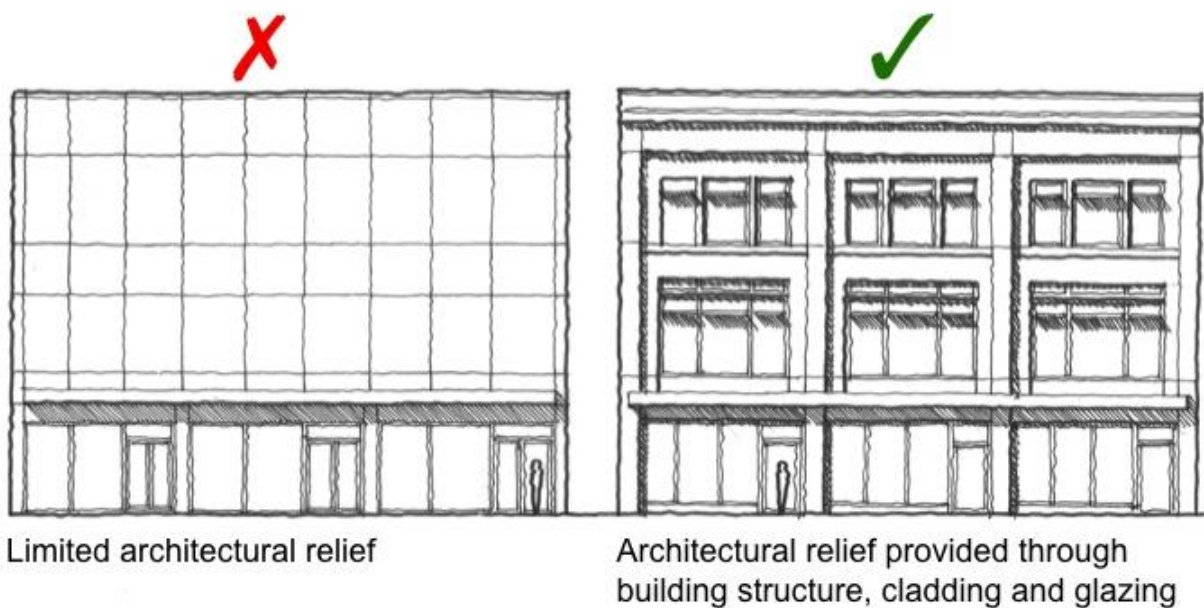
#### Element 5: Street Interface

Street interface refers to the relationship between buildings and the adjacent streets, particularly at ground level where the relationship is more strongly perceived by pedestrians.

In regard to street interface, the policy objectives are:

- To create a 'friendly' relationship between buildings and the adjacent streets.
- To create an attractive and interesting urban environment.
- To create an urban environment where it is easy to understand what is private and what is public.
- To ensure that buildings provide a strong definition to the edges of urban spaces.

<b>Performance Criteria</b> <i>New development should meet these criteria.</i>	<b>Acceptable Development Standards</b> <i>The acceptable development standards are ways of meeting the performance criteria.</i>
<p>In regard to the street interface of buildings within the East Fremantle town centre, development should:</p> <ul style="list-style-type: none"> <li>.. Establish building frontages with glazed openings and doors at street level to encourage human activity on the adjacent street and optimise interaction between people inside and outside buildings.</li> <li>.. Maximise continuity of the building frontage with the street reserve, particularly where there are commercial activities at ground floor level, to provide a strong definition to streets and other public urban space.</li> <li>.. Avoid ambiguity by clearly defining the difference between spaces that are publicly accessible and those that are for private use only.</li> <li>.. Provide architectural richness using articulation of buildings and window displays to create interest, particularly at the street level.</li> <li>.. Provide openings at all building levels to enable passive surveillance of adjacent publicly accessible areas.</li> <li>.. Create interstitial or 'inside-outside' spaces through the use of canopies, arcades and other shade structures, to provide shade to window displays, shelter to pedestrians, and to create a softer transition between the inside and outside.</li> <li>.. Utilise building scale and design to create an identifiable scale and character for adjacent streets and publicly accessible spaces.</li> <li>.. Locate service areas behind buildings, or screened from view, to avoid the intrusion of noise, odour, or visual pollution on publicly accessible areas.</li> <li>.. Enable the opportunity for temporary overspill activities, such as al fresco dining and external displays, that provide additional interest to the street.</li> </ul>	<ul style="list-style-type: none"> <li>.. Ground floor commercial elevations to streets (other than Right of Ways) shall consist of a minimum of 66% (two-thirds) glazing.</li> <li>.. Where a commercial tenancy is adjacent to a street reserve, the primary entrance to the tenancy will be from that street.</li> <li>.. Commercial and mixed-use buildings shall be built up to the street boundary for at least 80% of the frontage.</li> <li>.. Residential setbacks shall be as per the relevant standards* in the Residential Design Codes of WA for R-AC 2 (Town centre core precinct), R160 (Canning Highway precinct), and R100 (Frame precinct). * <i>unless otherwise varied by this Planning Policy.</i></li> <li>.. Street elevations shall incorporate at least two different materials.</li> <li>.. All new development shall provide openings to habitable rooms to any adjacent street reserve or public space.</li> <li>.. Service areas shall either be located away from the public domain or be screened from view from the public domain, except in the case of Right of Ways.</li> </ul>



***An indicative example of how architectural relief adds visual interest to the streetscape.***

#### Element 6: Pedestrian Amenity

Pedestrian amenity describes the quality of experience enjoyed by pedestrians as they walk to, and around the town centre.

In regard to pedestrian amenity, the policy objective is to make walking an attractive option by providing suitable paths to walk on, protection from inclement weather, safe places to cross roads, good lighting, a feeling of personal security, and interesting things to see and do along the way.

Performance Criteria	Acceptable Development Standards
<i>New development should meet these criteria.</i>	<i>The acceptable development standards are ways of meeting the performance criteria.</i>
<p>In regard to pedestrian amenity within the East Fremantle town centre, development should:</p> <ul style="list-style-type: none"> <li>.. Provide shade and shelter for pedestrians in outdoor spaces to make walking an attractive alternative to car use.</li> <li>.. Employ CPTED principles (Crime Prevention Through Environmental Design) to create a safe, and well-lit pedestrian environment with good surveillance to make walking a psychologically comfortable alternative to car use, particularly at night.</li> <li>.. Provide obvious and direct pedestrian routes to, and between, major attractors to make walking a legible and convenient alternative to car use.</li> <li>.. Enable ease of pedestrian movement across streets to give pedestrians greater confidence and a sense of 'ownership' of the street environment.</li> </ul>	<ul style="list-style-type: none"> <li>.. Buildings with a commercial ground floor adjacent to footpaths shall incorporate a canopy or awning that extends at least 2.4m over the footpath, but not within 0.3m of the kerb, and with a minimum height of 2.7m above the footpath.</li> <li>.. Development shall be consistent with the WAPC document <i>Designing Out Crime</i>.</li> <li>.. Development shall meet all relevant BCA requirements for universal access.</li> <li>.. Provide for the pedestrian connections identified in Plans 3 and 4.</li> </ul>

<ul style="list-style-type: none"> <li>.. Provide equitable access for all street users (that is, no separation of wheelchair users), wherever possible, to ensure that streets 'belong' to everyone.</li> <li>.. Provide choices in direction within the pedestrian movement network to enable flexibility of movement and greater interest for pedestrians.</li> <li>.. Provide local landmarks, artwork and landscape elements as an aid for legibility.</li> <li>.. Provide continuous paved surfaces along all streets and other identified pedestrian desire lines to make walking a convenient alternative to car use.</li> <li>.. Provide resting opportunities for pedestrians such as bench seats or other street furniture and landscape elements that encourage sitting in the public domain.</li> </ul>	
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#### Element 7: Vehicle Movement and Access

Vehicle movement and access refers to the movement of private cars and service vehicles within and around the town centre, and how those vehicles enter buildings and car parks.

In regard to vehicle movement and access, the policy objectives are:

- To carefully balance the needs of vehicle users with other street users such as pedestrians, cyclists, and public transport users.
- To ensure that the needs of vehicles do not unduly compromise the objectives of creating an attractive urban environment with a high level of pedestrian amenity.

<b>Performance Criteria</b> <i>New development should meet these criteria.</i>	<b>Acceptable Development Standards</b> <i>The acceptable development standards are ways of meeting the performance criteria.</i>
<p>In regard to vehicle movement within the East Fremantle town centre, development should:</p> <ul style="list-style-type: none"> <li>.. Ensure a legible and permeable street layout that can disperse traffic movement and, thus, reduce the traffic volumes on the street network.</li> <li>.. Manage traffic behaviour and speed in areas of high pedestrian movement to provide greater confidence and safety to pedestrians and cyclists.</li> <li>.. Utilise on-street parking wherever possible.</li> <li>.. Minimise the number of vehicle crossovers, and locate them to avoid disruption of pedestrian amenity along the principal pedestrian routes.</li> <li>.. Identify designated delivery truck access routes through the centre to ensure that the number of delivery truck/pedestrian conflict points can be minimised, or design measures taken to increase pedestrian safety at conflict points.</li> <li>.. Provide for the safe use of alternative transport modes (such as bikes, scooters, gophers) to encourage their use in preference to car travel.</li> </ul>	<ul style="list-style-type: none"> <li>.. Utilise shared surfaces, raised plateaus and other traffic management design devices to reduce traffic speeds and raise driver awareness of pedestrians.</li> <li>.. New development shall be limited to one crossover per street, excluding Rights of Way.</li> <li>.. Development adjacent to Canning Highway shall comply with any MRWA requirements, which may restrict direct vehicle access where there is an alternative means of access.</li> </ul>

### Element 8: Vehicle Parking

Vehicle parking refers to the storage of stationary cars within the town centre.

In regard to vehicle parking, the policy objectives are:

- To minimise the extent of on-grade car parking, and reduce the visual impact of car parks on the street environment.
- To maximise the use of on-street parking and other forms of reciprocal parking.
- To encourage parking provision for alternative forms of transport to the private car.

<b>Performance Criteria</b>	<b>Acceptable Development Standards</b>
<i>New development should meet these criteria.</i>	<i>The acceptable development standards are ways of meeting the performance criteria.</i>
In regard to vehicle parking within the East Fremantle town centre, development should: <ul style="list-style-type: none"><li>.. Provide for the reciprocal use of car parking bays to encourage a high turnover of parking bays and reduce the need to provide large amounts of expensive and land-consumptive car-parking infrastructure for specific activities.</li><li>.. Locate large car parks away from areas of high pedestrian movement to avoid separating pedestrians from the interest, shade and shelter that buildings provide, and to avoid visually blighting the public domain.</li><li>.. Locate large car parks so that the pedestrian routes from them encourage people to walk past activities that would otherwise not be well supported by the movement economy.</li><li>.. Create amenity through the use of passive surveillance, shade and shelter along the pedestrian routes leading to car parks, recognising that car occupants become pedestrians once they leave their cars.</li><li>.. Support the potential for the use of the park-side street reserves around the park to the south of St Peters Road as a source of shared visitor parking for both the East Fremantle town centre and the George Street precinct.</li><li>.. Provide attractive and secure parking for bicycle, motorbike, gopher and scooter users, and suitable end-of-trip facilities, to encourage their use as an alternative to car travel.</li><li>.. Provide parking for disabled drivers in accordance with the relevant standards and locate the bays as close as possible to the entrance points of the main activities within the town centre.</li></ul>	<ul style="list-style-type: none"><li>.. On-site car parking shall be located out of sight from the adjacent public domain (except for Rights of Way).</li><li>.. New development shall incorporate bicycle storage at a minimum rate of 1 per 60sqm of floorspace or 1 per dwelling which ever is greater.</li><li>.. Development with an office floorspace greater than 250sqm shall provide appropriate end-of-trip facilities for cyclists.</li><li>.. Car parking shall be provided at a rate consistent with the TPS No. 3 minimum requirements, but with a discount of 20% in the case of mixed-use buildings where the residential component accounts for at least 40% of the total plot-ratio area.</li></ul>

### Element 9: Landscape and Public Spaces

Landscape and public spaces refers to the incidental elements that ‘furnish’ a street, and the open spaces that punctuate the urban structure and enable the public to rest and relax.

In regard to landscape and public spaces, the policy objectives are to:

- Add character, and enhance the legibility of the town centre.
- Create additional physical and psychological comfort to occupants and users of the town centre.

- Avoid an excessive maintenance burden on the Town of East Fremantle.

<b>Performance Criteria</b>	<b>Acceptable Development Standards</b>
<i>New development should meet these criteria.</i>	<i>The acceptable development standards are ways of meeting the performance criteria.</i>
<p>In regard to landscape and public spaces within the East Fremantle town centre, development should:</p> <ul style="list-style-type: none"> <li>.. Create attractive and well-landscaped streets, parks and other public spaces that enhance the quality and experience of the public realm.</li> <li>.. Employ drought-tolerant and low-maintenance plants.</li> <li>.. Use deciduous vegetation to provide shade in summer and allow sun penetration into buildings and public spaces during winter.</li> <li>.. Use paving materials and street furniture that are robust and easy to clean and maintain.</li> <li>.. Integrate public art into the design of the built environment to help explain the place in which it situated and endow it with cultural significance.</li> </ul>	<ul style="list-style-type: none"> <li>.. Landscape and street furnishings in the public domain shall use materials and plants, and street furniture that have been agreed as acceptable by the Town of East Fremantle.</li> <li>.. Public art shall be incorporated into external façade of new development or the adjacent streetscape, to the value of 0.5% of the construction value, up to a maximum of \$150,000 per development. Development less than \$2M in value is excluded from the requirement for public art.</li> <li>.. Developments with a commercial component of more than 1000sqm shall incorporate toilet facilities that are accessible by the public during operating hours.</li> <li>.. Street trees shall be planted at a rate of not less than one per 15m of linear street length, subject to verge width and underground service constraints.</li> </ul>

#### Element 10: Resource Conservation

Resource conservation describes the ability of development to reduce the consumption of natural resources, by reducing the use of new materials, energy or water:

In regard to resource conservation, the policy objectives are to:

- Encourage the design and construction of more energy and water efficient buildings and landscape in the town centre.
- Encourage the recycling and reuse of buildings and materials.

<b>Performance Criteria</b>	<b>Acceptable Development Standards</b>
<i>New development should meet these criteria.</i>	<i>The acceptable development standards are ways of meeting the performance criteria.</i>
<p>In regard to resource conservation within the East Fremantle town centre, development should:</p> <ul style="list-style-type: none"> <li>.. Create an environment that encourages non-automotive modes of travel between activities to reduce transport energy consumption.</li> <li>.. Orientate buildings and openings to benefit from passive climatic heating and cooling opportunities to reduce fixed energy consumption.</li> <li>.. Incorporate energy-generation systems, energy recovery systems, and energy efficient plant wherever possible, to reduce net energy consumption of buildings.</li> <li>.. Enable the retention and adaptive re-use of existing structures, where appropriate, to reduce the consumption of additional building materials and the energy required to manufacture them.</li> </ul>	<ul style="list-style-type: none"> <li>.. All development shall exceed the prevailing requirements of the BCA in respect to energy efficiency.</li> <li>.. Residential components of new development shall achieve a NatHers rating of at least 6 stars.</li> <li>.. Commercial components of new development shall achieve a NABERS rating of at least 3.5 stars.</li> </ul>

<ul style="list-style-type: none"> <li>.. Maximise the retention and reuse of stormwater for irrigation purposes to reduce the need for expensive stormwater infrastructure, and to reduce the burden on the metropolitan water supply.</li> <li>.. Minimise the landfill component of waste generation, wherever possible, by providing facilities for the storage and collection of recyclable material.</li> </ul>	
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#### Element 11: Signage and Services

Signage and services refers to advertising signs, and mechanical equipment (and associated pipes, conduits and ducting) that is attached to buildings.

In regard to signage and services, the policy objective is:

- To minimise the visual impact of signage and services on the streetscapes of the town centre.

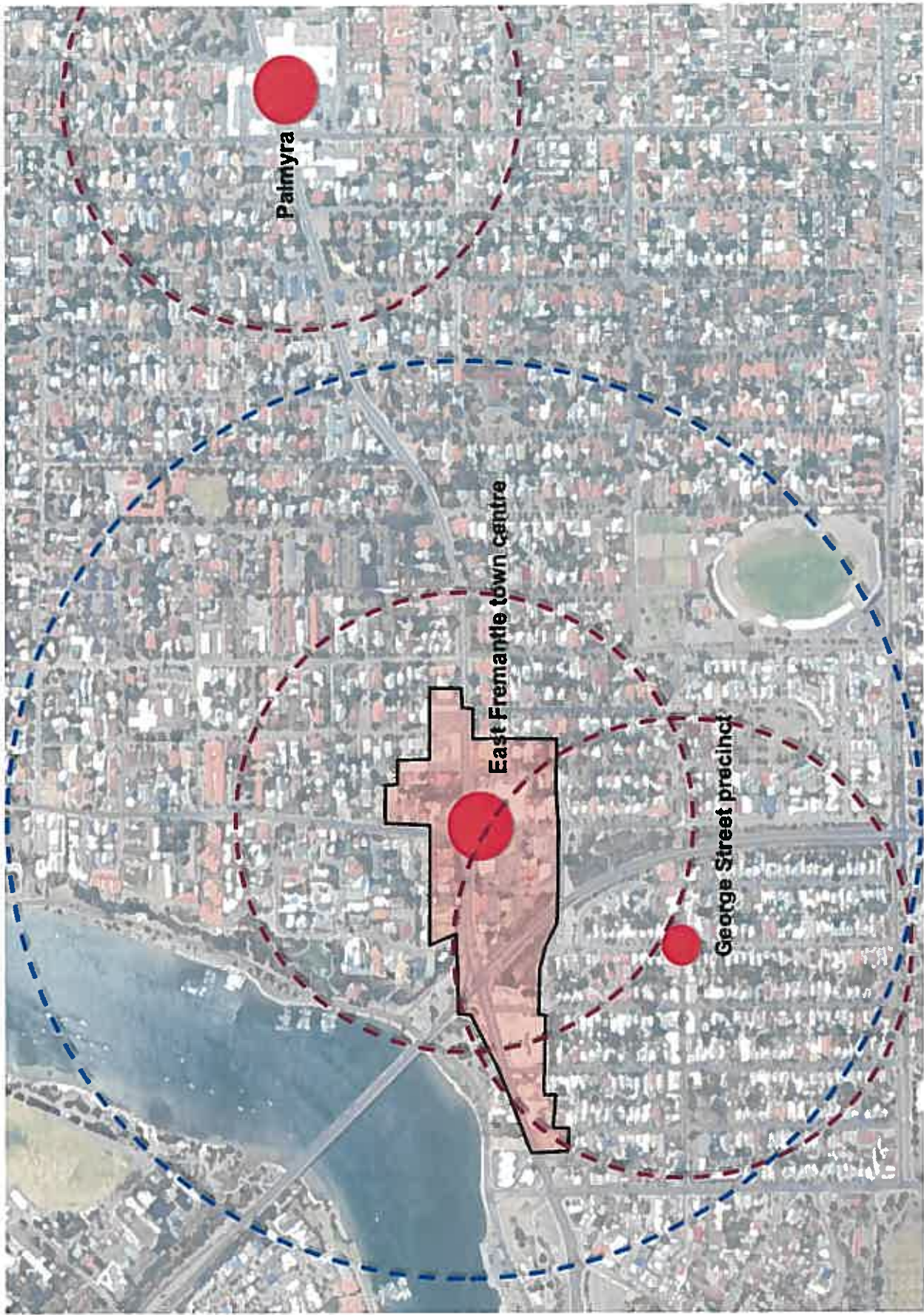
<b>Performance Criteria</b> <i>New development should meet these criteria.</i>	<b>Acceptable Development Standards</b> <i>The acceptable development standards are ways of meeting the performance criteria.</i>
<ul style="list-style-type: none"> <li>.. In regard to signage and services within the East Fremantle town centre, development should comply with the Town of East Fremantle local planning policies.</li> <li>.. Mechanical equipment (and associated pipes, conduits and ducting) should be located to minimise visual impact on adjacent streets or public open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>.. Signage shall comply with the Town of East Fremantle's signage policy.</li> <li>.. Solar Panels and Solar Hot Water Heaters shall comply with the Town of East Fremantle's policy - Guidelines for Solar Collectors.</li> <li>.. Other mechanical equipment (and associated pipes, conduits and ducting) shall be located in basements, in screened enclosures, on roofs, or at the rear of buildings.</li> </ul>

#### **ATTACHMENTS**

- Plan 1:** Context Plan
- Plan 2:** Policy Area and Precincts
- Plan 3:** External Pedestrian Connections and Local Destinations
- Plan 4:** Internal Pedestrian Connections and Public/Urban Spaces
- Plan 5:** Concept Plan
- Plan 6:** Building Height Plan

<b>Responsible Directorate:</b>	Regulatory Services
<b>Reviewing Officer:</b>	Executive Manager Regulatory Services
<b>Decision making Authority:</b>	Council
<b>Policy Adopted:</b>	15/11/11
<b>Policy Amended/Reviewed:</b>	21/7/15
<b>Former Policy No:</b>	3.1.4

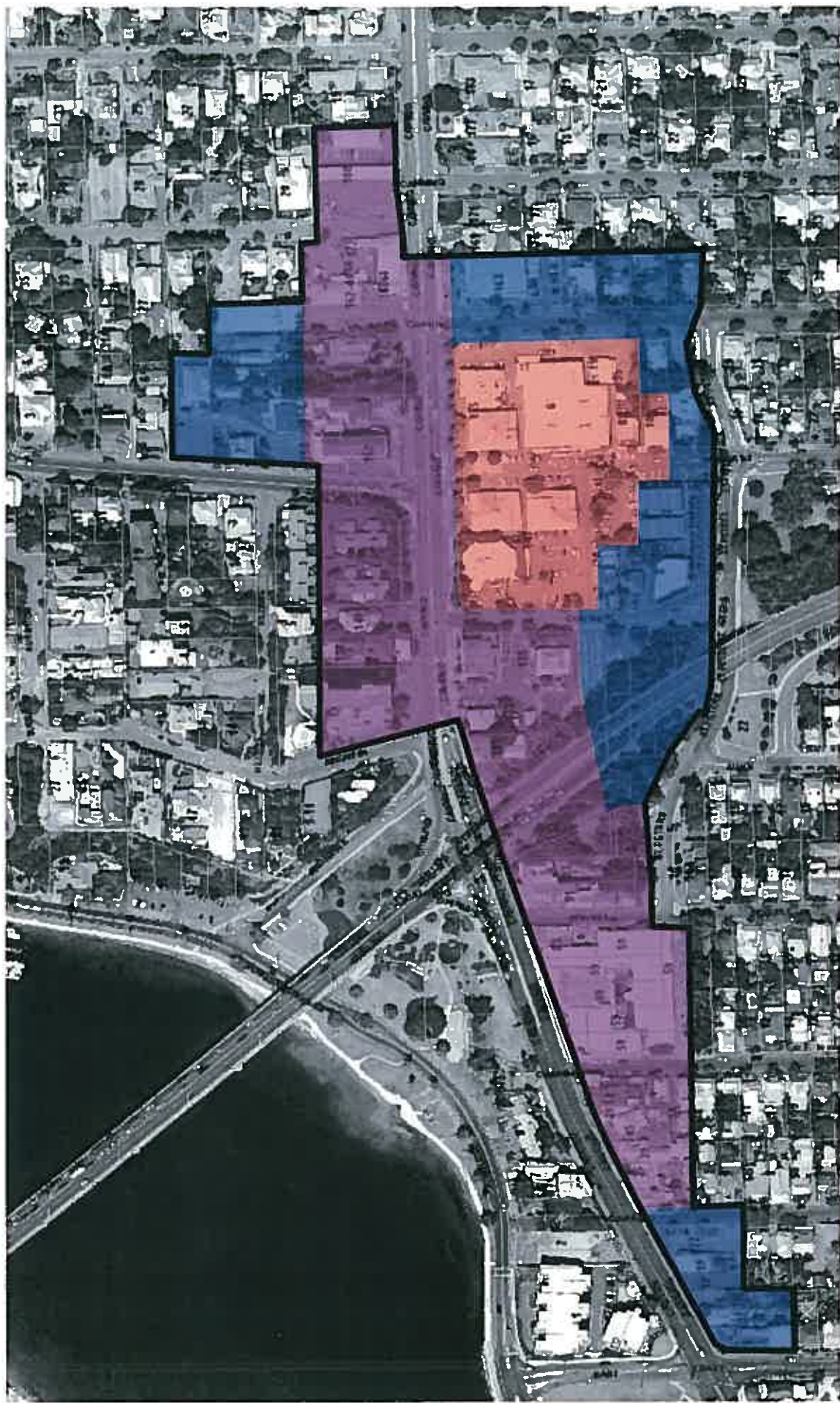




- LEGEND**
- Town centre policy area
  - Notional 5 min walk
  - Notional 10min walk

**Plan 1: Context plan**  
Updated October 2011





**Plan 2: Policy Area and Precincts**  
Updated October 2011 v2





Plan 3: External pedestrian connections and local destinations  
April 2011





#### LEGEND

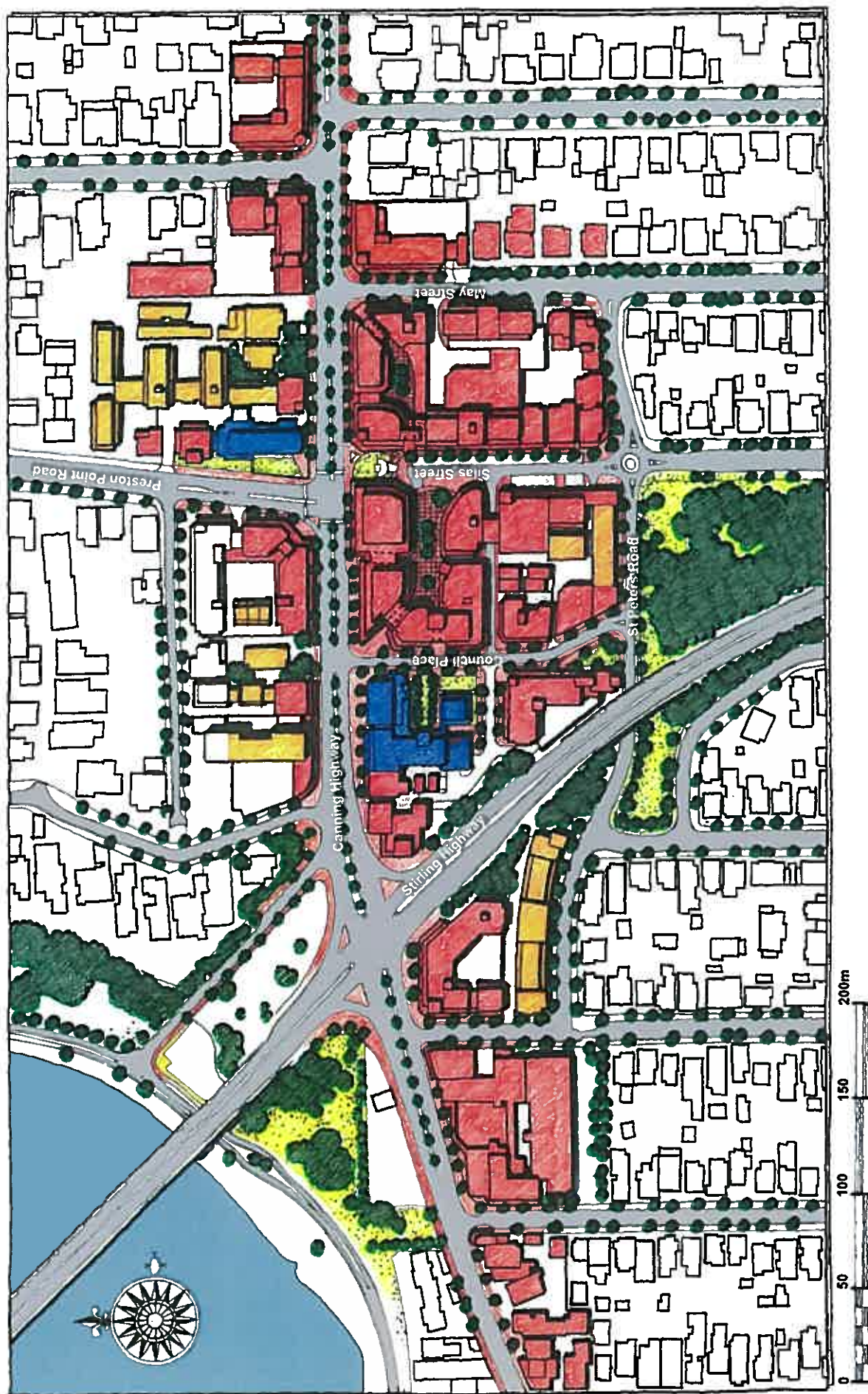
Public space

Urban space (privately owned but publicly accessible)



**Plan 4: Internal pedestrian connections and public/urban spaces**  
Updated October 2011

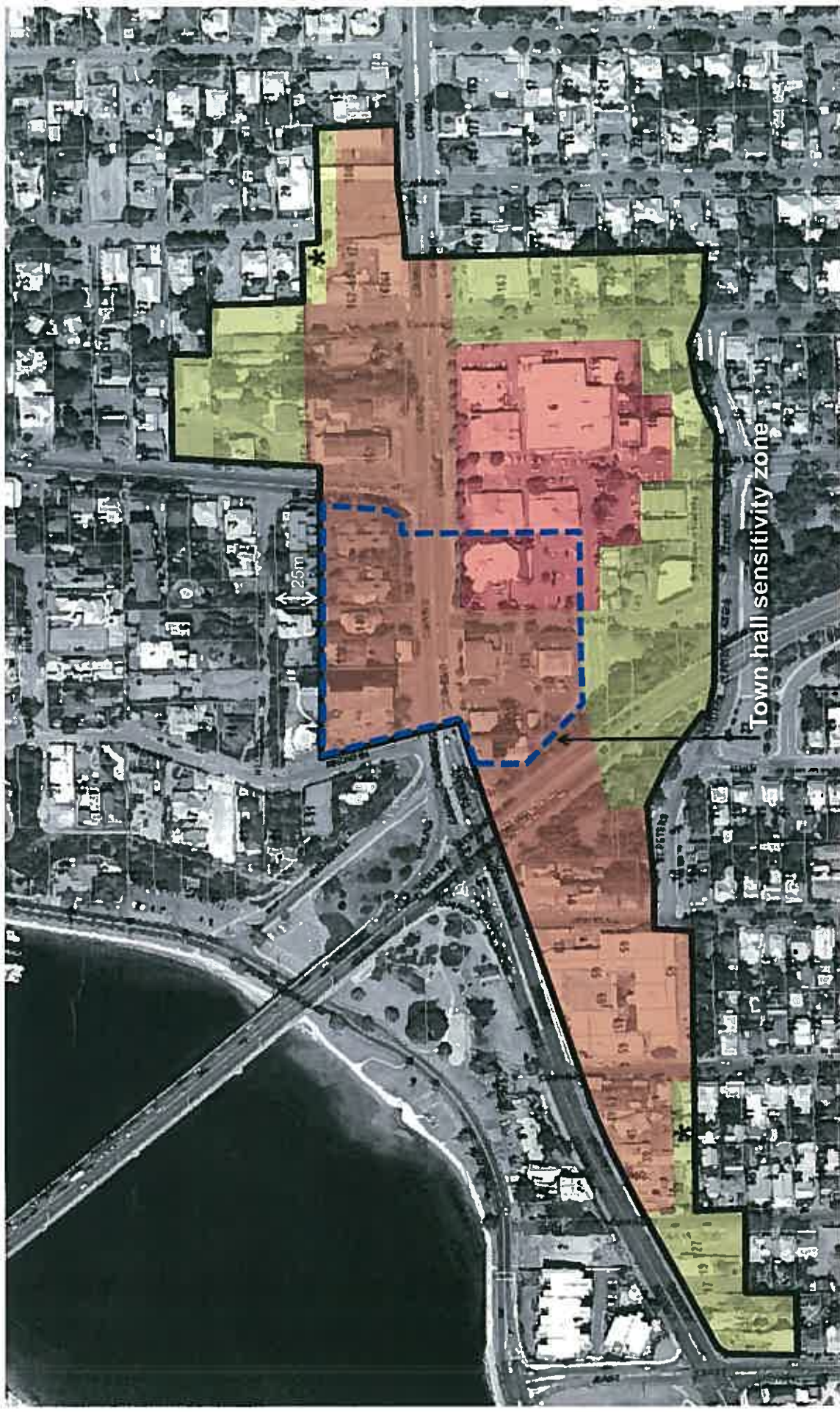




LEGEND – Indicative land uses only - refer to Element 2: Land Use (and TPS No 3) for details on preferred land uses.

- Mixed use (e.g. Residential, short-stay, retail, office, etc)
- Institutional use (e.g. Civic and ecclesiastical) - may also include other associated commercial uses
- Residential





- LEGEND**
- Maximum of 5 storeys for the street wall and 8 storeys overall
  - Maximum of 3 storeys for the street wall and 5 storeys overall
  - Maximum of 3 storeys overall

\* 3-storey maximum within 12m of adjoining existing residential properties beyond the town centre area.

**Plan 6: Building height plan**  
Updated October 2011 v2