

13.1 LOCAL PLANNING STRATEGY - FINAL ADOPTION

Report Reference Number	OCR-439
Prepared by	Stacey Towne
Supervised by	Andrew Malone
Meeting date	Tuesday, 15 February 2022
Voting requirements	Simple Majority
Documents tabled	Nil

Attachments

1. Draft Part 1 - Local Planning Strategy
2. Draft Part 2 – Background Information and Analysis
3. Schedule of Submissions
4. Schedule of Modifications

PURPOSE

For Council to consider the adoption of the Town of East Fremantle Draft Local Planning Strategy (LPS) for final approval in light of the submissions received during the public advertising period.

EXECUTIVE SUMMARY

The purpose of the LPS is to set out the long-term strategic direction for planning in the Town of East Fremantle (the Town). It responds to State and regional planning policy and, once finalised, will inform the preparation of a new Local Planning Scheme No. 4. The LPS represents a staged response to achieving the dwelling targets and principles of urban consolidation as outlined in the Western Australian Planning Commission's (WAPC) Sub-regional Frameworks. It is intended to operate over the next 10 to 15 years and will be subject to review every 5 years.

Following a number of revisions in consultation with the Department of Planning, Lands and Heritage (DPLH), the LPS was granted certification to advertise for public comment by the WAPC on 31 August 2021 and was the subject of a public consultation period for just over 6 weeks.

A total of 19 submissions were received during the public advertising period. The submissions are summarised in Attachment 3 – Schedule of Submissions together with the officer recommendations and comments. Attachment 4 – Schedule of Modifications provides a list of the recommended modifications to the LPS that relate to each submission as appropriate.

Of the 19 Submissions received:

- 4 expressed no comment, support, and/or no suggested changes;
- 8 expressed support and suggested minor changes; and
- 7 expressed limited or no support or significant change relating to specific sites/areas.

It is recommended that Council in considering the submissions received during the public advertising period, adopts the LPS for final approval, subject to a number of modifications, and forwards the documents to the WAPC for endorsement and finalisation.

BACKGROUND

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations, 2015* (the Regulations) the Town prepared the LPS which was endorsed by Council at its ordinary Meeting held on 19 November 2019 as suitable for public consultation and forwarded it to the WAPC to seek certification to allow advertising to proceed.

Since then, the Town has undertaken various revisions to the LPS in response to the Regulations, as directed in consultation with the DPLH. On 31 August 2021, the WAPC granted certification to advertise the LPS for public comment. The Town has hosted a public advertising campaign for a period in excess of 6 weeks (24 September 2021 to 8 November 2021) during which time 19 submissions have been received.

The LPS comprises of two parts as follows:

- Part 1 - Local Planning Strategy (sets out the Town's vision along with relevant planning themes and associated directions and actions); and
- Part 2 - Background Information and Analysis (provides the relevant background, analysis and rationale for the strategy).

The LPS provides the framework for implementing the Town's other major strategies through a new Local Planning Scheme No. 4. Key recommendations include:

- Little to no change to low density and single residential land use areas;
- Investigating specific areas and sites for increased density;
- The redevelopment of the Leeuwin Barracks site subject to investigation;
- The continuation of the Town Centre as the main focus of commercial activity;
- Emphasising the importance of the George Street Mixed Use area as a Local Centre with special character as well as recognising the future role of the Petra Street District Centre;
- Seeking opportunities to sustainably consolidate recreational and community facilities; and
- Ensuring that land uses, activities and facilities are well connected throughout the Town with appropriate linkages to those that extend beyond Town boundaries.

The LPS provides for growth of the Town from 3,090 dwellings (2011 Census) to at least 3,980 by 2050 (+890 dwellings) to meet the State government's infill dwelling target under the Central Sub-Regional Planning Framework (WAPC, 2018). The total estimated current dwellings in 2021 is 3,310. The LPS generally directs growth of the remaining 670+ additional dwellings by 2050 to areas in and near activity centres and urban corridors where higher density development is already existing or permitted.

Once finally adopted by Council, the LPS will be forwarded to the WAPC for endorsement.

CONSULTATION

The Regulations set out minimum requirements for public advertising of a draft local planning strategy prior to consideration for final adoption. Consultation for the LPS has exceeded these requirements with the following being undertaken:

- An extended public advertising period of more than 6 weeks from 24 September 2021 to 8 November 2021 (only 3 weeks required).
- Notices on the 4 noticeboards located within the Town (Town Hall, Foodworks, John Tonkin Park and Glasson Park).
- Notices in the Herald Newspaper on 24 September 2021 and 23 October 2021; and in the Perth Now newspaper 7 October 2021.
- Hard copies available of the reports and an A1 sized map at the front counter.

- Two community information drop-in sessions (13 October 2021, 2-4pm and 27 October 2021, 5-7pm).
- Staff available by appointment or via telephone to discuss.
- Letters to public agencies and authorities.
- Letters to adjoining Local Governments of City of Fremantle, City of Melville and Town of Mosman Park.
- Letters to the Department of Defence.
- Emails to specific contacts who had previously requested notification once advertising commenced.
- Article published in the Town's e-Newsletter on 8 October 2021 (emailed to approximately 2,500 recipients).
- Detailed on the Town's website on its own page under Town Planning Services as well as listed in several sections including: Community Engagement - Current consultations; Major projects; Main Home Screen Posting; and Latest News.
- Other collateral included a list of Frequently Asked Questions (FAQs); Fact Sheet; Summary Brochure; Online submission form; and printed submission form.
- All collateral plus links to other related reports and regulation was provided on the Town's website in a document library.
- Notices posted on social media including the Town's Facebook page and Instagram.
- Notice on the Town Hall reception TV screen.
- A 'lunch and learn' PowerPoint information presentation to internal staff.
- Written submissions were made possible directly online through the Town's website; by email; by post; and/or in person.

A total of 19 submissions were received and are detailed in Attachment 3 - Schedule of Submissions, together with officer comments and recommendations for Council consideration and action.

STATUTORY ENVIRONMENT

Planning and Development Act, 2005

Planning and Development (Local Planning Schemes) Regulations, 2015

POLICY IMPLICATIONS

As a result of recommended actions within the LPS and further investigations, review and/or new local planning policy is likely to be required.

FINANCIAL IMPLICATIONS

Once finally approved, the Town will need to initiate a review of Local Planning Scheme No. 3. In addition, a number of recommended LPS strategic actions will involve further investigation, studies and development of new and/or revised local planning tools.

These actions may involve appointment of consultants and a number of Council staff hours which will need to be reflected in the Town's 2022/23 budget.

STRATEGIC IMPLICATIONS

The Town of East Fremantle Strategic Community Plan 2020 – 30 states as follows:

Built Environment

Accessible, well planned built landscapes which are in balance with the Town's unique heritage and open spaces.

3.1 Facilitate sustainable growth with housing options to meet future community needs.

3.1.1 Advocate for a desirable planning and community outcome for all major strategic development sites.

- 3.1.2 *Plan for a mix of inclusive diversified housing options.*
- 3.1.3 *Plan for improved streetscapes.*
- 3.2 *Maintaining and enhancing the Town’s character.*
- 3.2.1 *Ensure appropriate planning policies to protect the Town’s existing built form.*
- 3.3 *Plan and maintain the Town’s assets to ensure they are accessible, inviting and well connected.*
- 3.3.1 *Continue to improve asset management within resource capabilities.*
- 3.3.2 *Plan and advocate for improved access and connectivity.*

Natural Environment

Maintaining and enhancing our River foreshore and other green, open spaces with a focus on environmental sustainability and community amenity.

- 4.1 *Conserve, maintain and enhance the Town’s open spaces.*
- 4.1.1 *Partner with Stakeholders to actively protect, conserve and maintain the Swan River foreshore.*
- 4.1.2 *Plan for improved parks and reserves.*
- 4.1.3 *Improve and protect the urban forest and tree canopy.*
- 4.2 *Enhance environmental values and sustainable natural resource use.*
- 4.2.1 *Reduce waste through sustainable waste management practices, including effective community and business education.*
- 4.3 *Acknowledge the change in our climate and understand the impact of those changes.*
- 4.3.1 *Improve systems and infrastructure standards to assist with mitigating climate change impacts.*

Leadership and Governance

A proactive, approachable Council which values consultation, transparency and accountability.

- 5.1 *Strengthen organisational accountability and transparency.*
- 5.1.1 *Strengthen governance, risk management and compliance.*
- 5.1.2 *Ensure effective engagement with community and stakeholders.*
- 5.1.3 *Improve the efficiency and effectiveness of services.*
- 5.2 *Proactively collaborate with the community and other stakeholders.*
- 5.2.1 *Foster and promote strategic collaborative relationships with neighbouring LGAs, NGOs, State and Federal government representatives and agencies.*
- 5.3 *Strive for excellence in leadership and governance.*
- 5.3.1 *Deliver community outcomes through sustainable finance and human resource management.*
- 5.3.2 *Improve organisational systems with a focus on innovation.*
- 5.3.3 *Increased focus on strengthening and fostering a positive customer service experience.*

RISK IMPLICATIONS

Risks

Risk	Risk Likelihood (based on history & with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
The Town does not support the proposed modifications to the Strategy and delays the finalisation of the LPS.	Unlikely (2)	Moderate (3)	Moderate (5-9)	COMPLIANCE Short term non-compliance but with significant regulatory requirements imposed	Accept Officer Recommendation

Risk Matrix

Consequence Likelihood		Insignificant	Minor	Moderate	Major	Extreme
		1	2	3	4	5
Almost Certain	5	Moderate (5)	High (10)	High (15)	Extreme (20)	Extreme (25)
Likely	4	Low (4)	Moderate (8)	High (12)	High (16)	Extreme (20)
Possible	3	Low (3)	Moderate (6)	Moderate (9)	High (12)	High (15)
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

A risk is often specified in terms of an event or circumstance and the consequences that may flow from it. An effect may be positive, negative or a deviation from the expected and may be related to the following objectives: occupational health and safety, financial, service interruption, compliance, reputation and environment. A risk matrix has been prepared and a risk rating is provided below. Any items with a risk rating over 16 will be added to the Risk Register, and any item with a risk rating over 16 will require a specific risk treatment plan to be developed.

Risk Rating

Risk Rating	6
Does this item need to be added to the Town's Risk Register	No
Is a Risk Treatment Plan Required	No

SITE INSPECTION

Not applicable.

COMMENT

As the advertising period has concluded, the Town must now consider the matters raised in submissions, then identify and make any necessary and appropriate refinements and improvements to the LPS to address issues raised. Council is required to make a final recommendation to either support the strategy with, or without, modifications and submit this to the WAPC for final endorsement.

The submissions are detailed in Attachment 3 - Schedule of Submissions attached to the Agenda, together officer recommendations and comments. Of the 19 Submissions received:

- 4 expressed no comment, support, and/or no suggested changes;
- 8 expressed support and suggested minor changes; and
- 7 expressed limited or no support or significant change relating to specific sites/areas.

The Schedule of Modifications gives an overview of the recommended changes to the LPS to address the submissions. In some instance, whilst the recommendation is not to directly support the proposed submission, the officer recommendation has indicated a support to the intent of part or an altered form of the submission. Officers have also identified some minor edits that were not detected prior to public advertising and recommendations are also made within the Schedule of Modifications to correct these. Upon advice from the DPLH, the WAPC has 60 days to make its decision once all the information is received from the Town. The DPLH will engage with the Town whilst assessing the advertised LPS, the relevant background information and analysis, the outcomes of formal submissions, and any proposed modifications.

The WAPC may:

- endorse the local planning strategy without modification;
- endorse the local planning strategy with some or all of the modifications proposed by the Town;
- require the town to modify the local planning strategy prior to resubmitting it to the WAPC for endorsement; or
- refuse the local planning strategy.

Once approved, the recommended actions of the strategy will be implemented and reviewed over time and the local planning scheme review process will be initiated.

CONCLUSION

Officers have reviewed and assessed the submissions received and support modification to the LPS to address these. It is recommended that Council adopts the LPS for final approval, subject to modifications as listed in Attachment 4 – Schedule of Modifications and forwards the documents to the WAPC for endorsement and finalisation.

OFFICER RECOMMENDATION

That Council:

1. in accordance with Regulation 14(1) and 14(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and having regard to the submissions received, reviews and supports the Town of East Fremantle Local Planning Strategy with the modifications shown in Attachment 4 - Schedule of Modifications as attached to the Agenda.
2. in accordance with Regulation 14(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, seeks endorsement from the Western Australian Planning Commission by forwarding advice of this decision together with a copy of the advertised Local Planning Strategy; Attachment 3 - Schedule of Submissions; and Attachment 4 - Schedule of Modifications attached to the Agenda.
3. advises all those who made a submission of Council's decision.

Moved Cr Collinson, seconded Cr Mascaro

The adoption of the Officer's recommendation.

Amendment

Moved Cr Natale, seconded Cr McPhail

That the following become point 2 of the motion:

Accept the following amendments as presented by Hanny Properties and adjust the Town of East Fremantle Local Planning Strategy Attachment 4 - Schedule of Modifications as attached to the Agenda accordingly.

Amend 6.2 – addition of “and stakeholders” after the words “City of Melville”

Amend 9.1 – replace the words “on the south side of Canning Highway (5 storeys)” with “where supported by an approved structure plan (Activity Centre Plan)”.

(CARRIED UNANIMOUSLY)

The substantive motion, as amended, was put.

COUNCIL RESOLUTION

Council Resolution 021502

Moved Cr Collinson, seconded Cr Mascaro

That Council:

- 1. in accordance with Regulation 14(1) and 14(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and having regard to the submissions received, reviews and supports the Town of East Fremantle Local Planning Strategy with the modifications shown in Attachment 4 - Schedule of Modifications as attached to the Agenda.**
- 2. accept the following amendments as presented by Hanny Properties and further adjust the Town of East Fremantle Local Planning Strategy Attachment 4 - Schedule of Modifications as attached to the Agenda accordingly.**

Amend 6.2 – addition of “and stakeholders” after the words “City of Melville”

Amend 9.1 – replace the words “on the south side of Canning Highway (5 storeys)” with “where supported by an approved structure plan (Activity Centre Plan)”.

- 3. in accordance with Regulation 14(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, seeks endorsement from the Western Australian Planning Commission by forwarding advice of this decision together with a copy of the advertised Local Planning Strategy; Attachment 3 – Schedule of Submissions; and Attachment 4 – Schedule of Modifications attached to the Agenda.**
- 4. advises all those who made a submission of Council’s decision.**

(CARRIED UNANIMOUSLY)

Reason for Amending the Officer’s Recommendation

To provide a better planning outcome and minimise the impact on adjoining properties.

REPORT ATTACHMENTS

Attachments start on the next page



TOWN *of*

EAST FREMANTLE

(Draft)

Local Planning Strategy

Part 1 – Local Planning Strategy

July 2021

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Preface

The information provided in the Town of East Fremantle Draft Local Planning Strategy is issued for public consultation purposes only and is based on information available to the Town at the time of issuance. Whilst the Town endeavours to ensure all information contained in documents issued for public consultation is accurate and comprehensive, this is not guaranteed.

A full evaluation of all planning considerations relevant to the Town of East Fremantle Draft Local Planning Strategy will be undertaken when the submission advertising period closes and a full report is prepared for Council's consideration.

Submissions

Any submission made in response to this document may be used by the Town and published as deemed necessary or appropriate by the Town in considering finalisation of the Town of East Fremantle Draft Local Planning Strategy. If you have any queries in relation to the Town of East Fremantle Draft Local Planning Strategy or the submission process please contact Council's Planning staff by telephoning 9339 9339 or admin@eastfremantle.wa.gov.au.

Copyright in the Town of East Fremantle Draft Local Planning Strategy subsists in the Town. Use, reproduction and copying of the document, or any information contained within it, is permitted for non-commercial purposes only to facilitate public consultation. If information or ideas contained in the Town of East Fremantle Draft Local Planning Strategy are required for any commercial or any other purpose unrelated to public consultation, permission must be obtained in writing from the Town prior to use. To make a request please direct your enquiry in writing to the Town of East Fremantle Planning Services on 9339 9339 or admin@eastfremantle.wa.gov.au.

Part 1 - Strategy

1 Local Planning Strategy

1.1 Background

The Town of East Fremantle (the Town) is the second smallest local government in the Metropolitan Perth and Peel Region at approximately 3.2 square kilometres in area. The Town has a current estimated population of almost 8,000 residents and this is expected to grow to approximately 10,000 by 2036.

Because of its size and historical development, the Town predominantly comprises of residential development with small pockets of commercial activity and no industry. As such, this Local Planning Strategy (LPS) has a strong focus on residential land use and the associated activities and services that are needed to support existing and future population. In addition to this local focus, the Town recognises its role and responsibilities in relation to the Swan River, which has important regional significance.

The Town's Local Planning Scheme No. 3 was gazetted on 3 December 2004, and in September 2019 the Town adopted a Report of Review that recommended a new Local Planning Scheme No. 4 be prepared and that the East Fremantle Local Planning Strategy 2003 was no longer satisfactory in its present form. In accordance with the Western Australian Planning Commission's (WAPC) decision on the Report of Review, the Town is now required to prepare a new LPS for its Local Planning Scheme

1.2 Introduction

The Town's LPS comprises:

- Part 1 – Strategy
- Part 2 – Background Information and Analysis

The LPS applies to the area shown in Figure 1 – Local Planning Strategy Map. This LPS comes into operation on the day on which it is endorsed by the WAPC and revokes the Town's preceding local planning strategy, endorsed by the WAPC in 2003.

As required by Regulation 11 of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations), the purpose of the LPS is to:

- a) Set out the long-term planning directions for the Town;
- b) Apply any state or regional planning policy that is relevant to the LPS; and
- c) Provide the rationale for any zoning or classification of land under the LPS.

The LPS forms the strategic basis for the review of the Town's Local Planning Scheme No. 3, including the preparation and implementation of a new local planning scheme.

1.3 Vision

The vision of the LPS is consistent with and represents the land use planning and development response to Town’s Strategic Community Plan 2020-30. The Strategic Community Plan [\(can be viewed here\)](#) outlines the community’s long-term vision, values, aspirations and priorities for the Town as follows:

Strategic Community Plan Vision Statement

“Inclusive community and lifestyle, balancing growth and sustainability”.

Table 1 - Strategic community plan themes, outcomes and responses

Themes	Outcomes	LPS Implications and Responses
Social	Socially connected, inclusive and safe community.	<ul style="list-style-type: none"> • Provide accessible safe and inviting open spaces, meeting places and community and recreational facilities.
Economic	Sustainable, “locally” focused and easy to do business with.	<ul style="list-style-type: none"> • Support the Town’s activity centres to be vibrant, safe, environments with high amenity (including design, access and parking) to attract businesses and customers.
Built Environment	Accessible, well-planned built landscapes which are in balance with the Town’s unique heritage and open spaces.	<ul style="list-style-type: none"> • Ensure that land uses, activities and facilities are well connected with appropriate linkages throughout the Town. • Facilitate provision of a suitable mix of housing choice to meet the social and economic needs of the existing and future community. • Ensure adequate controls are in place to protect and enhance identified places of heritage and character value, including transition between sites and areas identified

Themes	Outcomes	LPS Implications and Responses
		<p>for development/intensification and those sites and areas to remain unchanged.</p> <ul style="list-style-type: none"> • Involve the community in developing character contexts for areas where new development is encouraged.
Natural Environment	Maintaining and enhancing our River foreshore and other green open spaces within a focus on environmental sustainability and community amenity.	<ul style="list-style-type: none"> • Conserve, maintain and enhance the Town’s open spaces and natural areas. • Acknowledge the change in our climate and how planning may reduce/ameliorate the impact of changes through a range of practices relating to design and development. • To conserve and enhance the natural environment and amenity of the Town and the adjacent Swan River. • To provide for connectivity and promote the integration of transport and land use development and encourage the use of low energy transport modes such as walking, cycling and public transport.
Leadership and Governance	A pro-active, approachable Council which values community consultation, transparency and accountability.	<ul style="list-style-type: none"> • Proactively collaborate with the community and other stakeholders with regard to planning issues and processes.

1.4 Issues and opportunities

Consistent with the State planning framework, planning issues of relevance to the Town are presented under the following themes:

- Community, urban growth and settlement;
- Economy and employment'
- Environment; and
- Infrastructure.

For each planning issue and opportunity identified, planning directions and actions have been outlined.

Planning directions are short statements that specify what is to be achieved or desired for each planning issue and opportunity. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale, timeframe and responsible party.

Actions are intended to be undertaken by the Town according to one of the following timeframes as indicated:

- Immediate (less than 1 year)
- Short Term (1-5 years)
- Medium Term (5-10 years)
- Long Term (10-15 years)
- Ongoing (throughout the life of the LPS, requiring regular review).

2 Community, Urban Growth and Settlement

2.1 Planning Issue/Opportunity No.1 - Housing

The Australian Bureau of Statistics (ABS) estimated the resident population for the Town in 2019 to be 7,837. The Town estimates the population in 2021 to be around 8,000 and it is anticipated to grow to:

- 8,710 by 2026 (requiring a total of about 3,516 dwellings);
- 9,480 by 2031 (requiring a total of about 3,827 dwellings); and
- 10,050 by 2036 requiring about 4,057 dwellings).

Growth could considerably exceed these numbers should the Leeuwin Barracks site be developed for urban purposes (refer to section 4.2 of Part 2).

The State Government's strategic spatial plan, Perth and Peel @ 3.5 million (WAPC, 2018) and the accompanying Central Sub-Regional Planning Framework (WAPC, 2018), sets objectives for more intense development to be located within existing activity centres (such as the Petra Street District Centre, the Town Centre and George Street local centre) and along urban corridors well served by transport infrastructure (such as Canning Highway and Marmion Street).

The WAPC housing target for the Town is 890 dwellings to contribute to the Perth Peel population growth to 3.5 million. The LPS will continue to provide for dwelling numbers to reach 520 additional dwellings by 2031 and 890 additional dwellings by 2050.

The spatial plan for Perth and Peel @ 3.5 million encourages growth to be accommodated in a way that makes the best use of existing or planned infrastructure and also that it be aligned to demographic trends. In line with this State Government direction, the Town has endorsed the Town of East Fremantle Housing Capacity Study (2018).

Planning areas identified by this LPS with possible consolidation and development potential are shown on the Local Planning Strategy Map (refer to Section 7 of this Part 1). Section 6 of Part 1 further details indicative timing for future development together with action required and matters to be considered for the development of each planning area.

The remaining suburban residential area that is not within a planning area is expected to continue to provide additional dwellings (although on a lesser scale) through development of vacant land and on properties where full permitted density potential has not yet been reached. In addition, ancillary accommodation is expected to continue as a source of additional and varied residential development as an alternative to subdivision.

2.2 Issues to be considered

- Growth rates and housing needs will vary depending on the Department of Defence's future intentions for the Leeuwin Barracks site and the planning outcomes supported by State Government for the potential change to the Public Purposes reserve to Urban zone under the MRS. A further 1,440 dwellings may become available as part of future redevelopment, whereby approximately 550 of these expected to be required by 2031 and a further 555 by 2036.
- Young and established family representation will still dominate the Town supporting the need for a good supply of single family housing as well as a variety of housing that can assist with transition to retirement and aged care accommodation (refer to sections 4.1 and 4.2 of Part 2).
- A greater number of dwellings and more diverse housing stock could potentially attract a more diverse residential base to the Town.
- The Primary Regional Roads (PRR) reserve for Canning Highway under the Metropolitan Region Scheme (MRS) significantly encroaches on properties east of Osborne Road and Allen Street., (Planning Areas A and D).
- The protection of local heritage and character values, particularly for sites within urban consolidation areas.

Table 2 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 1 - Housing			
Planning Direction	Action	Rationale	Timeframe
1. Facilitate urban consolidation through promoting land use intensification and mixed-use development within identified planning areas for investigation in Activity Centres, Urban Corridors and Activity Centres and Urban Corridors Catchment Precincts.	i. In collaboration with MRWA and City of Melville, carry out a Canning Highway Urban Corridor Precinct study to include planning opportunities for residential, commercial and mixed use development along Canning Highway in consideration of a range of impacts and constraints including (but not limited to) access and heritage issues, multiplicity of land ownership, PRR reserve encroachment, infrastructure buffers and adjoining land uses.	<p>Section 4.3.3 of Part 2 – Although having theoretical capacity for further development, a number of constraints limit actual development opportunities indicating a need to provide guidance and support for landowners.</p> <p>Section 8.1 of Part 2 – Canning Highway is subject to extensive MRS reservations impacting numerous private properties in regard to land requirement, access and the need for noise management/mitigation; part of Canning Highway is an important freight route to be protected; part of this land is affected by the Fremantle Port buffers.</p>	Short Term (1-5 years)
	ii. As guided by the Canning Highway Study, or separately in collaboration with the City of Melville and stakeholders (including MRWA), undertake/oversee the development of a precinct plan to guide further detailed planning for development for the Petra Street District Centre with a focus on Planning Area A in the medium term (5-10 years), which provides opportunity for high quality residential and public realm development and presence as an eastern landmark entry point to the Town.	Section 5 of Part 2 – A planning area to support additional dwellings required for population growth within an urban consolidation precinct guided by the Central Sub-regional Planning Framework, as applied to the local context and identified in the Town’s Housing Capacity Study.	Short Term (1-5 years)

Table 2 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 1 - Housing			
Planning Direction	Action	Rationale	Timeframe
	iii. As guided by the Canning Highway Study, and in collaboration with stakeholders, undertake detailed analysis for mixed use opportunities within the Town Centre (Planning Area B) and the Mixed Use Canning Highway area (Planning Area C) with a view to preparing precinct plan/s to facilitate more intensive residential development and mixed use development and improvements to the public realm in the medium term (5-10 years). Intensity of development anticipated to be varied according to defined core, frame and other required sub-precincts.	As above	Short Term (1-5 years)
	iv. As guided by the Canning Highway Study, and in collaboration with stakeholders (including MRWA) undertake detailed analysis of opportunities for residential development of private Residential zoned land abutting the Canning Highway urban corridor (Planning Area D) with a view to preparing a precinct plan to facilitate more intensive residential development in the medium term (5-10 years), with a focus on sensitively incorporating/protecting heritage listed properties.	As above	Short Term (1-5 years)
	v. Support an amendment to Local Planning Scheme No. 3 to allow for more intensive residential development along the southern side of Canning Highway between East Street and Glyde Street (Planning Area E) in the short term (1-5 years) and providing a western landmark entry to the Town.	As above	Immediate (less than 1 year)
	vi. In collaboration with stakeholders, investigate opportunities for residential development of private land abutting the Marmion Street urban corridor between Allen Street (Planning Area F) and along Petra Street between Marmion Street and Fraser Street within the Activity Centres and Urban Corridors Catchment Precinct (Planning Area G) with a view to preparing precinct plan/s to facilitate more intensive residential development in the short term (1-5 years), with a focus on sensitively incorporating/ protecting heritage listed properties.	As above	Short Term (1-5 years)
	vii. In collaboration with stakeholders, undertake detailed analysis of opportunities for residential development of private land in the vicinity of Osborne, Wolsely and Alexandra Roads (Planning Area H) and south of Alcester Street (Planning Area I) within the Activity Centres and Urban Corridors Catchment Precinct with a view to preparing precinct plan/s to consolidate higher density residential development in the short term (1-5 years) that already exists, whilst sensitively incorporating/protecting heritage listed properties to round off existing/similar density.	As above	Short Term (1-5 years)

Table 2 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 1 - Housing			
Planning Direction	Action	Rationale	Timeframe
2. Support the change of land use for the Leeuwin Barracks site from Public Purposes to become a new residential neighbourhood.	viii. Continue to work with the Department of Defence and State Government agencies to arrive at and support amendments to the MRS and Local Planning Scheme No. 3 to rezone the Leeuwin Barracks site (Planning Area J) to Urban and Urban Development Zone (or similar), respectively.	Section 2.3 of Part 2 – If not required for public purposes, this site is a logical infill extension of existing residential land use. Section 5 of Part 2 – A potential urban development opportunity should the site be surplus to Department of Defence.	Ongoing (throughout the life of the LPS, requiring regular review)
	ix. Subject to an amendment to the MRS (or concurrently with), support an amendment to Local Planning Scheme No. 3 to rezone the site and include provisions to inform future structure planning, subdivisions and development in accordance with agreed principles and standards to support development in the medium to long term (5-15 years).	As above.	Ongoing (throughout the life of the LPS, requiring regular review)
3. Encourage a diverse range of housing options throughout the Town.	x. As part of the local planning scheme review process, prevent a decline of multiple dwelling numbers by ensuring the continuation of existing non-conforming and/or additional use higher densities through formalising the higher built form density code equivalent in any new local planning scheme where found to be appropriate.	Section 5.1.2 of Part 2 - Non-complying, non-conforming and additional uses provide significant housing supply and diversity.	Short term (1-5 years)
	xi. In collaboration with the local community, further develop desired character context guidelines for the identified planning areas throughout the Town using Appendix A2 - Streetscape character types of SPP 7.3 – R-Codes 2 as a base to provide for a variety of housing types according to needs and to guide the precinct planning process.	Section 5.1.2 of Part 2 - Indicative context and character types provide guidance for future housing choice and diversity in response to community needs.	Ongoing (throughout the life of the LPS, requiring regular review)
	xii. As part of the local planning scheme review process, facilitate the further provision of residential accommodation for an ageing population by proposing the incorporation of land use definitions and permissibility within the zoning table as guided by the WAPC’s position statement (WAPC, 2020) and in accordance with local needs.	Section 2.5 and Section 5.1.2 of Part 2 – Current local planning scheme lacks reference to aged care land uses.	Short term (1-5 years)

2.3 Planning Issue/Opportunity No. 2 – Cultural heritage.

Character is an important aspect of the Town’s local identity created through the combined effect of the height, scale, setback, style and condition of existing buildings; land uses and street based activity; the physical form of the street including width and function, verges and footpaths; and landscaping of the public and private realms.

In addition, the Town has a relatively high number of heritage properties (approximately 1,000) which are recognised in the Local Heritage Survey (LHS). Approximately 700 of these are included on the Local Planning Scheme No. 3 Heritage List which also incorporates the George Street Designated Heritage Area, in the vicinity of the George Street local centre.

With the Town’s anticipated growth comes the potential for places or areas of heritage significance to experience development pressure. State Planning Policy 3.5 – Historic heritage conservation (SPP 3.5) outlines objectives to conserve places and areas of heritage significance. SPP 3.5 identifies the need to appropriately distinguish between areas of heritage and character and also outlines the need for local governments to maintain up-to-date statutory frameworks (heritage lists and inventories) identifying places/areas of significance.

The Town’s LHS is due for review providing an opportunity to identify larger distinct areas of heritage significance and upgrade databases. This is also helpful to further consider defining further designated heritage areas and other planning areas that contain a high a level of heritage places where special planning considerations are required to support future development, whilst protecting heritage.

The State Government has adopted State Planning Policy 7 – Design of the Built Environment (Design WA) that aims to improve the design quality of the built environment and ensure that new buildings better respond to the

character of each neighbourhood. The Town will consider how to apply principles of the Design WA suite of documents into the local planning framework including setting up local design review panel, ensuring high quality design across development assessments, identifying existing and future character for development sites and planning areas.

Precincts of similar existing or desired suburban character for the residential areas in the Town are already depicted in LPP 3.1.1 – Residential Design Guidelines. The LPS supports the continued use of this policy to guide and control development in these precincts within the suburban environment. The Town recognises however, that aspects of LPP 3.1.1 – Residential Design Guidelines will require review to address such matters as continued relevance of character statements, precinct boundaries and requirements in relation to new planning areas as they come on board.

The Town has prepared a comprehensive Urban Streetscape and Public Realm Style Guide (2020) to establish an appropriate and consistent style guide for the Town. The guide captures the Town’s unique quality influenced by, and responding to, local culture, heritage, character, ecology and environment.

The Town is known for its ‘green leafy’ character and the Town of East Fremantle Precision Urban Forest Monitoring – Final Report (2018) provides the base for development of a tool to enable management of the Town’s urban forest area, accurately set targets and track changes in canopy area and target areas that could benefit the most from new planting programs.

2.4 Issues to be considered

- Due to the small, established, historic nature of the Town with its predominantly low-rise building form, factors such as building height, bulk and scale can have significant impacts. Guidance relating to areas/circumstances where these factors may be more acceptable, encouraged or prohibited in a local sense requires review.
- There are further areas of high concentration of heritage listings that, although recognised individually, also have importance as a group entity and no specific controls are in place to address this. This is particularly relevant to the balance of the Plympton Precinct and the Woodside Precinct.

Table 3 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 2 - Cultural heritage				
Planning Direction	Action	Rationale	Timeframe	
1. Ensure protection of Aboriginal Heritage sites and respect and celebrate Aboriginal culture in planning outcomes.	i.	Following further progress with developing the Town’s Reconciliation Action Plan (RAP), investigate how the Town could better identify and understand Aboriginal culture and local places of interest and significance, with a view to investigate how to better consider and incorporate these into land use and development decisions.	Section 5.2.1 of Part 2 – The RAP process may identify issues that can be addressed through land use and development processes where appropriate.	Ongoing (throughout the life of the LPS, requiring regular review)
	2. Ensure protection and celebration of European Heritage sites	ii.	Undertake a review of the Local Heritage Survey (LHS) and Heritage List including: <ul style="list-style-type: none"> – consideration of designation of further heritage areas; – consideration of removing natural bushland and cliff areas from heritage listing as they are already protected by MRS reservation; and – identification of a schedule for ongoing review. 	Section 5.2.3 of Part 2 – Review of the LHS will ensure the list of places of significance are up to date and inform any need for further heritage areas within the Town Section 7.2 of Part 2 – The four Landscape Protection Areas as heritage listings may not be necessary.
3. Provide guidance for quality development to take place in an appropriate urban form and design in accordance with identified desired character for the area.	iii.	In collaboration with the local community, further develop desired character contexts for the identified planning areas throughout the Town during the precinct planning process using Appendix A2 - Streetscape character types of SPP 7.3 – R-Codes 2 as a base guide and identifying where development requirements may be amended to better align with character design outcomes.	Section 5.3.1 of Part 2 – There is a need to balance development and growth whilst continuing to protect heritage and character.	Ongoing (throughout the life of the LPS, requiring regular review)
	iv.	As part of the precinct planning process for the urban consolidation precincts planning areas, ensure that design guidelines (in addition to the Urban Streetscape and Public Realm Style Guide) are developed to guide urban form and character for development in accordance with agreed character contexts and that new built form transitions to the surrounding established suburban environment.	As above and Section 5.3 of Part 2 - Additional development guidelines will be required for future changes resulting from future projects and investigations.	Ongoing (throughout the life of the LPS, requiring regular review)
	v.	Regularly review LPP 3.1.1 - Residential Design Guidelines (RDGs) to ensure that:	Section 3.4 of Part 2 – This policy does not provide adequate	Ongoing (throughout the life of the LPS, requiring regular review)

	<ul style="list-style-type: none"> - the specific values and attributes within those precincts exemplify the character of those areas and the aspects worthy of protection and celebration; and - to determine changes that may be required as more detailed planning for planning areas progress. 	<p>guidance for development on dual coded residential land along Canning Highway.</p> <p>Some RDG precinct boundaries and character statements may need altering as planning progresses for planning areas identified in the LPS.</p> <p>Section 5.3 of Part 2 – This policy will continue to provide guidance for the general residential areas however, this is to be kept current through regular review as the LHS is updated and planning areas are developed.</p>	<p>review)</p>
	<p>vi. Prior to the precinct planning process for the Town Centre and its surrounds (in collaboration with stakeholders and the community) review or replace LPP 3.1.3 – Town Centre Redevelopment Guidelines to ensure better alignment with planning reform, particularly the Design WA suite of documents.</p>	<p>Section 3.4 and Section 6.4.1 of Part 2 – Aspects of this policy are outdated due to planning reform and other matters and require review including matters relating to SPP 7.3 - R-Codes 2, SPP 5.4 and the Fremantle Port Buffers.</p>	<p>Immediate (less than 1 year)</p>
	<p>vii. As part of the local planning scheme review process, investigate the inclusion of scheme provisions to establish a Local Design Review Panel to advise the Town on design quality and built form to ensure that outcomes are appropriately considered during the assessment of development proposals.</p>	<p>Section 2.2, Section 3.4 and Section 5.3 of Part 2 – To assist with more complex development projects as promoted by SPP 7.0.</p>	<p>Short Term (1-5 years)</p>

4. Provide for attractive streetscapes and increased tree canopy coverage to maintain the Town’s ‘green leafy’ character.	viii.	Develop an urban forest strategy/tree planting plan for the Town to protect and find opportunities to increase the tree canopy cover in suitable locations on public land.	Section 7.6 of Part 2 - The Town can contribute to increased tree canopy cover in the public realm.	Short Term (1-5 years)
	ix.	Use the Urban Streetscapes and Public Realm Style Guide to guide public infrastructure investment (including appropriate tree species selection and planting methodology) to protect and enhance the characteristics of the Town’s streetscapes and public access areas.	Section 5.3 of Part 2 - The guide establishes an appropriate style for the Town’s streetscape and public realm responding to culture, heritage, character, ecology and environment.	Ongoing (throughout the life of the LPS, requiring regular review)

2.5 Planning Issues/Opportunity No. 3 – Public open space and community facilities

For a Town that is relatively small in area and population, a significant range of open spaces exist that provide various functions of nature, recreation and sport. All residents within the Town have suitable access to district and regional level open space in accordance with Liveable Neighbourhoods (2015). Most residents are within 300m of at least one level of open space in the Town, with the exception of those living in the south-eastern corner of the Town. In this vicinity however, residents have access to Frank Gibson Park located nearby in the City of Fremantle. (Refer to section 5.4.2 of Part 2).

No significant change to the current local open space distribution is anticipated within this LPS. The Town however, is committed to improving existing open space function and amenity outcomes and community facilities as guided by the recommended actions of the East Fremantle Foreshore Master Plan (2016) and the Town Recreation and Community Facilities Strategy (2016) and their ongoing review, including implementation of the East Fremantle Oval Revitalisation Vision and Master Plan (2019) and the Preston Point North Recreation Precinct Master Plan (2020).

Should the Leeuwin Barracks site be redeveloped, additional open space and community facilities will be required as part of rezoning and development processes. In this instance, the Town seeks an open space contribution greater than the usual requirement to support the expected higher density living in this vicinity and to provide a visual and spatial connection to the Swan River.

Issues to be considered

- There is a lack of a multipurpose community centre suitable for a range of community, social, art and craft and passive recreation activities and number of recreation and community buildings are in declining condition, with inconsistent leasing and maintenance arrangements. The East Fremantle Oval Precinct revitalisation project and the Preston Point Road North Recreation Precinct Master Plan are working towards rectifying this.
- Future rising sea levels could impact recreation and community assets located on the Swan River foreshore.

Table 4 – Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 3 - Public open space and community facilities			
Planning Direction	Action	Rationale	Timeframe
1. Redevelop the East Fremantle Oval Precinct to provide a new central community hub and upgraded local and regional recreation facilities.	i. In consultation with the stakeholders and the community, continue to work towards developing further detailed plans to implement the East Fremantle Oval Precinct Vision Plan and Business Plan in order to commence implementation as public works under the powers of section 6 of the Planning and Development Act 2005 in the short term (1-5 years)-	Section 5.4 of Part 2 - There is limited opportunity for gaining additional open space through subdivision processes therefore, the approach is to provide high quality and improved outcomes for existing open spaces and facilities guided by the Town's various recreation and foreshore strategies and master plans.	Immediate (less than 1 year)
2. Undertake and encourage further upgrading of recreational, sport and community facilities in the Preston Point Road North Recreation Precinct in a financially sound and coordinated manner.	ii. Continue to use the recommendations of the Preston Point Road North Recreation Master Plan to guide public infrastructure investment to maintain, upgrade and provide new facilities as required.	As above.	Ongoing (throughout the life of the LPS, requiring regular review)
	iii. Continue to use the recommendations of the Preston Point Road North Recreation Precinct Master Plan to guide decision-making in relation to clubs/leaseholders making applications for approval for development of facilities in the vicinity.	As above.	Ongoing (throughout the life of the LPS, requiring regular review)
3. Celebrate the Swan River Foreshore as a recreation area to be enjoyed by the local and regional community.	iv. Continue to use the recommendations of the East Fremantle Foreshore Master Plan and the East Fremantle Recreation and Community Infrastructure Facilities Strategy to guide public infrastructure investment to continue to implement the actions of these studies.	As above.	Ongoing (throughout the life of the LPS, requiring regular review)
4. Provide play spaces and walking trails where appropriate at local and regional reserves.	v. Continue to use the recommendations of the Town of East Fremantle Recreation and Community Strategy to guide public infrastructure investment to continue to implement the actions of this study.	As above.	Ongoing (throughout the life of the LPS, requiring regular review)

<p>5. Encourage quality public spaces within the Town Centre and Petra Street District Centre Activity Centres.</p>	<p>vi. As part of the precinct planning process for the Petra Street District Centre and the Town Centre identify and facilitate the creation of additional open space (on public and private land) that responds to the increased demand from population growth in the local area, including safe and comfortable spaces that are conducive to informal social interaction.</p>	<p>Section 5.4 of Part 2 - There is limited opportunity for gaining additional open space through subdivision processes and provision of further public space in the private and public realm may be possible through the structure plan and development process for private development.</p>	<p>Short term (1-5 years)</p>
<p>6. Encourage creation of alternative and innovative open spaces.</p>	<p>vii. Continue to seek out opportunities to use unused vacant public land for open space purposes on a temporary and/or more permanent basis.</p>	<p>Section 5.4 of Part 2 - There is limited opportunity for gaining additional open space through subdivision processes and some public land areas are vacant/not being used for their reserved purpose.</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>

3 Economy and employment

3.1 Planning Issue/Opportunity No. 4 - Activity Centres

Due to its physical size, established land use pattern and relatively small population, the Town does not have a remarkably strong economic and employment base in its own right.

The Town has a workforce of 3,714 employed residents. It has 1,781 local jobs. This gives an employment self-sufficiency of 48% (refer to section 6 of Part 2).

The Town’s proximity to the higher order centres such as the Fremantle Strategic Metropolitan Centre, Booragoon Secondary Centre and the Petra Street, Melville and North Fremantle District Centres means that commercial and employment opportunities within surrounding local governments are readily available to the Town’s residents. Perth and the industrial area at Kwinana are large scale employment areas. In addition, there is a relatively high level of home based activity within the Town.

There are no industrial areas within the Town and no proposals for this land use in the future. The Town will continue to be serviced by nearby industrial areas located within the Cities of Fremantle and Melville.

Consistent with the Activity Centre hierarchy of SPP 4.2, the Town’s main commercial centres are shown as follows:

Centre name	SPP 4.2 Classification	Details
Petra Street	District	Located on the shared border of the Town and the City of Melville. Only those properties west of Petra Street at the Canning Highway intersection are located within the Town.
Town Centre	Neighbourhood	Most significant centre within the Town. It continues to provide a focus of activity for the community, particularly as it also includes an important civic function of housing the Town Hall administration building.
Canning Highway Mixed Use area	Local	Located within its own zone and lies generally between Glyde Street and Stirling Highway.
George Street	Local	Provides for a range of local and unique services to supplement the local and surrounding centres. It also has appeal for visitors due to its quaint village-like setting and hosting of an annual Town festival.

The Town currently has no commercial centres strategy or needs assessment to guide commercial floorspace requirements. The Town will undertake a commercial centre needs assessment to more fully understand current and future commercial needs and how these can be better incorporated into the local planning framework and will also inform the need or otherwise to make any changes to the current hierarchy under SPP 4.2.

A number of other commercial uses also exist along the Swan River foreshore reserve and include casual dining, recreation and light entertainment experiences, which are not part of a commercial centre, yet provide a needed function particularly supporting tourists and visitors to the area.

Together with home based businesses established within the Town, these all have a significant function in both providing for the commercial needs of the local community and visitors to the area, as well as providing for additional local employment opportunities.

Should the Leeuwin Barracks site be redeveloped, provision for additional commercial facilities is likely to be required as part of the rezoning and development process.

3.2 Issues to be considered

- The Town supports home based employment environments subject to residential amenity being protected.
- Parking issues in the vicinity of commercial hubs may affect viability of centres and/or impact on nearby residential properties in some instances.

Table 5 - Economy and employment - planning directions and actions for Planning Issue/Opportunity No. 5 - Activity centres			
Planning Direction	Action	Rationale	Timeframe
1. To facilitate the provision of a range of commercial facilities to encourage local employment, meet the day to day needs of the community and contribute towards the vibrancy of the Town.	i. Undertake a Local Commercial Centre Needs Assessment to: <ul style="list-style-type: none"> - Understand and subsequently inform commercial floorspace allocations within commercial centres/areas (existing and identified new centres) to ensure that the existing and future needs of the community are met and support tourism and employment opportunities. - To support any changes to the SPP 4.2 activity centres hierarchy if required to ensure that the Town's existing and future commercial centres appropriately align. - Inform precinct structure plans for Planning Areas A, B, and C. - Inform review of the scheme provisions relating to commercial additional uses (in particular corner shops) and land use permissibility within the commercial areas to support viability of the commercial centres. 	Section 2.2 of Part 2 – SPP 4.2 policy direction. Section 6. 4 of Part 2 - The Town has no local commercial centres strategy to guide future development needs.	Immediately (less than 1 year)
2. To appropriately manage commercial traffic and parking, particularly to alleviate any adverse effects on residential streets.	ii. Once finalised, adopt the Draft Traffic Management and Movement Plan to inform: <ul style="list-style-type: none"> - Measures to manage general traffic flows near commercial hubs. - Investigation of local planning policy development to ensure traffic is managed during construction and operational phases of commercial development sites, as part of development assessment and approval. 	Section 8.1.3 and 8.1.5 of Part 2 identify some traffic and parking issues near commercial centres and potential impacts of new development.	Ongoing (throughout the life of the LPS, requiring regular review) Short Term (1-5 years)
3. Encourage residents to operate low impact business activities from home to supplement commercial activities in the commercial areas, to provide alternative places of employment and reduce traffic and parking pressures in commercial areas.	iii. Review scheme provisions to ensure that a range of home business activities, including short stay accommodation land uses, are defined and included in the zoning table as appropriate.	Section 6.2, 6.4.5 and 6.5 of Part 2 - Home based employment is supported. Defining uses in the scheme allows greater opportunity and amenity control.	Short term (1-5 years)
	iv. Develop local planning policy to guide how home businesses, including short stay accommodation, are to be managed to ensure that the amenity of the surrounding residential neighbours and neighbourhood are not adversely affected.	As above.	Short term (1-5 years)

4 Environment

4.1 Planning Issue/Opportunity No. 5 – Natural Areas

Whilst East Fremantle is an extensively urbanised municipality, limited and small isolated pockets of native vegetation remain along the foreshore in established recreational areas and along sections of the foreshore escarpment near Jerrat Drive Reserve, Niergarup Reserve and Merv Cowan Reserve; and in a small pocket of bushland at Locke Crescent Nature Reserve.

Areas of remnant vegetation are appropriately protected by MRS Parks and Recreation Reserve along the river foreshore and by Open Space Reserve under the Local Planning Scheme for the Locke Crescent Nature Reserve.

As the Town's population grows there is likely to be additional pressure placed on the environment. The Town currently has limited planning strategies to address the environmental sustainability of new development.

The Town has proclaimed support for climate change action which could potentially include development and design control measures to address water and energy efficiency and other methods of reducing the Town's carbon footprint.

The Town is committed to address environmental issues and improve and protect natural features along the Swan River foreshore as guided by the recommended actions of the East Fremantle Foreshore Master Plan (2016) (many of which have already been implemented) and its ongoing review.

The Swan River foreshore, together with its recreational and environmental function, is recognised as a key area where protection of

visual landscape is an important consideration in planning for the future. This LPS does not recommend change to the existing land use or scale of development along the foreshore.

The Town of East Fremantle Precision Urban Forest Monitoring – Final Report (2018) provides a benchmark of the extent of the tree canopy within the Town so that future monitoring can measure changes and identify opportunities for further intervention measures where required.

The Town of East Fremantle Urban Streetscape and Public Realm Style Guide (2020) recommendations include street tree selection that favours trees with a greater maximum height (where appropriate) to maximise heat island mitigation benefits and street furniture design preference for natural materials.

4.2 Issues to be considered

- Flood issues and acid sulfate soil are relevant considerations for future planning of the foreshore and the 1:100 AEP floodplain area.
- There is likely to be a climate hazard risk for existing and future assets along the Swan River foreshore, including a number of private buildings and facilities.
- Increasing the urban forest may reduce the urban heat island effect and add to climate change mitigation.
- A pool of larger residential lots with low density codes is important to provide opportunity for maintaining the Town's 'green leafy' character and offers greater opportunity for varied housing such as ancillary accommodation.
- Subdivision and/or development of residential lots may lead to the loss of established mature trees and/or the decrease in potential to plant deep root trees on private properties, that contribute to urban forest canopy coverage.

Table 6 - Environment - planning directions and actions for Planning Issue/Opportunity No. 5 - Natural areas			
Planning Direction	Action	Rationale	Timeframe
1. Protect the Swan River from stormwater outfall pollution and help to protect the foreshore from further erosion.	i. In collaboration with the Department of Biodiversity, Conservation and Attractions, continue to use the recommendations of the East Fremantle Foreshore Master Plan to guide public infrastructure investment to continue to implement the actions of this study, including stabilising and enhancing the foreshore to reduce erosion and continue to monitor and maintain this work where it has already been carried out.	Section 7.3.2 and 7.3.3 of Part 2 - Stormwater outfall pipes discharge directly into the river and the East Fremantle Foreshore Master Plan (2016) includes a program for repair and maintenance of the river walls and other foreshore infrastructure which is progressively being undertaken by the Town.	Ongoing (throughout the life of the LPS, requiring regular review).
	ii. Develop/ review and implement environment management plans (EMPs) to protect and enhance habitats for natural bushland, flora and fauna at: <ul style="list-style-type: none"> - Jerrat Drive Cliff area; - The cliff area between Andrews Road and Leeuwin Barracks; and - Locke Crescent Nature Reserve. 	Section 7.2 of Part 2 – EMPs for these important natural areas are not yet developed or require updates.	Short term (1-5 years) Short term (1-5 years) Medium term (5-10 years)
3. Ensure protection of assets along or near the Swan River foreshore from hazards associated with climate change and rising sea levels through land use planning and management whilst engaging stakeholders and the community in the decision making process.	iii. In collaboration with stakeholders and the community, undertake a Coastal Hazard Risk Mitigation and Action Plan (CHRMAP) to identify hazards, analyse vulnerability and prioritise management and adaptation responses through an implementation plan for the assets along and near the Swan River foreshore. Once finalised, consider any recommendations that suggest development of local planning policy and/or amendments to the local planning scheme to mitigate and manage coastal hazard risk in this vicinity.	Section 2.2 of Part 2 - SPP 2.6 policy direction. Section 7.5 - The Town officially recognises the Climate Change Emergency and a CHRMAP would assist in identifying and managing risk for existing and future assets (public and private).	Short term (1-5 years)

Table 6 - Environment - planning directions and actions for Planning Issue/Opportunity No. 5 - Natural areas			
Planning Direction	Action	Rationale	Timeframe
4. Encourage increased tree canopy coverage to reduce negative environmental impacts associated with carbon emissions and climate change.	iv. Using the Town of East Fremantle Precision Urban Forest Monitoring – Final Report as a base, continue to monitor tree canopy coverage through capture of tree canopy data.	Section 7.6 of Part 2 - Accurate and current data is essential for targeting planting area, guiding management strategies and measuring success.	Ongoing (throughout the life of the LPS, requiring regular review).
	v. Consider development of an urban forest strategy/tree planting plan for the Town to protect and find opportunities to increase the tree canopy cover in suitable locations on public land.	Section 7.6 of Part 2 - The Town can contribute to increased tree canopy cover in the public realm.	Short term (1-5 years)
	vi. Use the Urban Streetscapes and Public Realm Style Guide to guide public infrastructure investment (including appropriate tree species selection and planting methodology) to protect and enhance the characteristics of the Town’s streetscapes and public access areas.	Section 5.3 of Part 2 - The guide establishes an appropriate style for the Town’s streetscape and public realm responding to culture, heritage, character, ecology and environment.	Ongoing (throughout the life of the LPS, requiring regular review).
5. Protect and preserve significant Swan River viewsheds from being adversely impacted by new development.	vii. As part of the precinct structure plan process for the future redevelopment of Leeuwin (Planning Area J), and in consultation with the Department of Biodiversity, Conservation and Attractions and the community, identify viewsheds of scenic or historic value deemed worthy of preservation, that are visible from public areas and ensure that new development does not impinge on these viewsheds.	Section 2.2 of Part 2 – SPP 2.6 and SPP 2.10 policy direction to protect visual landscape of the Swan River.	Short term (1-5 years)

5 Infrastructure

5.1 Planning Issue/Opportunity No. 6 - Transport

The Town will focus intensification of residential and commercial growth in activity centre hubs and urban corridors with access to high frequency public transport. Increasing local catchments will also support investment in public infrastructure for cycling, walking and public transport.

To guide and inform future planning for the planning areas located along and near Canning Highway, an overall urban corridor precinct study will be undertaken in collaboration with MRWA and City of Melville to identify opportunities for residential, commercial and mixed use development along Canning Highway and will take into consideration the Fremantle Ports Buffer, access, noise and reserve encroachment issues.

Stirling Highway and Canning Highway traverse the Town and both are classified as Primary Regional Road Reserves under the MRS. A portion of Canning Highway is also reserved as an Other Regional Road west of Stirling Highway.

Stirling Highway and a portion of Canning Highway (west of Stirling Highway) are part of a designated freight route to Fremantle Port. Future requirements and options for road freight over the next 50 to 100 years were considered as part of the Westport Strategy. In August 2020, the State Government announced Kwinana as the location for the State's future container port. Until this change occurs, social and environmental impacts of the current freight route on the Town need to be considered and mitigated.

These roads are under the control and management of MRWA. The Town will continue to work with the State Government to ensure that these

roadways are maintained and operate at a high standard and that the Town has the opportunity to be involved with seeking and developing solutions for the outcomes of the Westport Strategy.

The Town is in the process of preparing an Integrated Traffic Management and Movement Strategy (ITMMS) to facilitate an effective and efficient transport system for all modes of movement well into the future. It will be comprised of a Parking Management Plan; Traffic Management and Movement Plan; and an Active Transport Plan.

The Draft ITMMS also aims to facilitate a sustainable modal shift from private vehicles to public transport (bus), walking and cycling, and consider potential future transport disrupters such as autonomous vehicles and shared vehicle ownership.

5.2 Issues to be considered

- Canning and Stirling Highways are important freight and transport routes, particularly to and from the Fremantle Port. The LPS recognises that in planning for intensification of land use options along or near these major transport corridors that access, emissions and noise sensitivity are major considerations.
- Vehicular access restrictions to Canning Highway mean that higher density development along this corridor requires similar intentions, agreement and coordination between a number of individual adjoining landowners.
- Noise mitigation measures are required for all sensitive development of properties within 200-300m of Canning Highway and 300m of Stirling Highway (SPP 5.4). This does not affect development potential in terms of dwelling numbers however, highlights the need for appropriate development controls and landowner notifications.
- The Fremantle Ports Buffer Areas 2 and 3 impacts land use, density and development standards for some properties and some planning matters require consultation with the Fremantle Ports (relevant to all except Planning Areas A, F, G and J).
- The PRR reserve under the MRS for Canning Highway significantly encroaches properties east of Osborne Road and Allen Street.
- Recommendations of the Draft ITMMS include consideration of changes to local planning scheme provisions and/or local planning policy to address matters associated with access, parking and traffic and end of trip facilities in relation to development applications (operational and during construction).

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport			
Planning Direction	Action	Rationale	Timeframe
1. Increase local catchments by encouraging intensification of residential and commercial growth in activity centre hubs and urban corridors with access to high frequency public transport to support investment in public infrastructure for cycling, walking and public transport.	i. In collaboration with MRWA and City of Melville, carry out a Canning Highway Urban Corridor Precinct study to include planning opportunities for residential, commercial and mixed use development along Canning Highway in consideration of a range of impacts and constraints, including those involved with Canning Highway and the Fremantle Port Buffers.	Section 8.1 of Part 2 –An overall study is required to assist in identifying future development residential, commercial and mixed use development opportunities along the Canning Highway urban corridor and provide recommended planning solutions to address matters associated with the need for coordinated access, the Fremantle Port Buffers, Western Power buffers, PRR road reservation encroachment and road noise (in addition to heritage protection and amenity for neighbouring properties). This in turn will guide further detailed precinct planning for planning areas along Canning Highway.	Short term (1-5 years).
	ii. Use recommendations of the Traffic Management and Movement Plan to guide public infrastructure investment to implement the strategy, including: <ul style="list-style-type: none"> – In collaboration with MRWA where applicable, provision of safe and efficient road pavements and intersection upgrades as demand changes. – Installation of appropriate traffic management measures and infrastructure to control traffic directional movements, volumes and speed. – Consider Local Area Traffic Management studies as required. – In collaboration with PTA and other stakeholders support increased frequency and quality public transport options and extended service to the Preston Point 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including a Traffic Management and Movement Plan) to facilitate an effective and	Ongoing (throughout the life of the LPS, requiring regular review)

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport			
Planning Direction	Action	Rationale	Timeframe
Movement Plan, Parking Management Plan and an Active Transport Plan) to improve the accessibility of residents and visitors to employment, recreation and services based on needs and growth.	Precinct (Preston Point Road North Recreation Precinct and future Leeuwin Barracks development).	efficient transport system for all traffic movements.	
	iii. Use recommendations of the Parking Management Plan to guide public infrastructure investment to implement the strategy, including: <ul style="list-style-type: none"> - In collaboration with stakeholders, investigation of options for the management of parking in identified 'hotspot' areas through time limits, parking fees, pavement/line marking, signage and encouraging increased walking and cycling. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including a parking Management Plan).	Short Term (1-5 years)
	iv. Develop a payment in lieu of parking plan and local planning policy to support this in accordance with the Regulations (Part 9A) guided by the recommendations of the Draft ITMMS (Parking Plan) as appropriate.	As above.	Immediate (less than 1 year)
	v. Use recommendations of the Active Transport Plan to guide public infrastructure investment to implement the strategy, including: <ul style="list-style-type: none"> - In collaboration with the City of Melville and the City of Fremantle where applicable, provision of a connected network of pedestrian and cycling pathways, including a trail from the Fremantle Port to Point Walter. - Provision of upgraded and safe walking and cycling infrastructure (including safe crossing of Canning Highway) and as per the proposed bicycle plan and the LTCN for Perth. - Provision of supporting facilities to create a pleasant environment for walking and cycling such as shade, seating, drinking fountains, bicycle parking and lighting in public spaces near activity hubs, guided by the Draft Streetscape and Public Realm Style Guide once finalised. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including an Active Transport Plan).	Medium Term (5-10 years) Short Term (1-5 years) Ongoing (throughout the life of the LPS, requiring regular review)
	3. To appropriately manage commercial traffic and parking, particularly to alleviate any adverse effects on residential streets.	vi. Once finalised, adopt the Draft Parking Plan to inform: <ul style="list-style-type: none"> - Review of scheme provisions relating to car parking ratios and payment-in-lieu of parking. - Investigation of local planning policy to guide potential reduction of car parking standards and to ensure parking is managed during construction and operational phases of commercial development sites, as part of development assessment and approval. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including a parking Management Plan).

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport			
Planning Direction	Action	Rationale	Timeframe
	<ul style="list-style-type: none"> Implementation of measures to manage existing car parking more effectively and efficiently including through appropriate line marking and potential time restrictions. 		Ongoing (throughout the life of the LPS, requiring regular review)
	<p>vii. Once finalised, adopt the Active Transport Plan to inform:</p> <ul style="list-style-type: none"> Investigation of local planning policy to ensure that significant commercial developments provide links to pedestrian and cycle pathways where available, together with end of trip facilities. Public infrastructure investment to provide and maintain pedestrian and cycle pathway connections throughout the Town and to those in adjacent local government areas. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including an Active Transport Plan).	Short Term (1-5 years) Ongoing (throughout the life of the LPS, requiring regular review)
4. Ensure that larger precinct areas and individual site development proposals: appropriately manage additional traffic volumes and flows; provide sufficient car and bicycle parking facilities (including end of trip facilities) for employees and visitors; provide for connections to walking and cycling paths outside of the proposal area; and actively encourage employees and visitors to alternative travel modes to the private vehicle.	viii. Use the recommendations of the Draft Integrated Traffic Management and Movement Strategy to inform traffic and transport planning as part of the precinct structure planning process for all of the urban consolidation precinct planning areas (including intersection upgrades, vehicular access, pedestrian/cycleways, parking and public transport services).	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy.	Ongoing (throughout the life of the LPS, requiring regular review)
	<p>ix. As part of the local planning scheme review process, consider ways to ensure that:</p> <ul style="list-style-type: none"> Car parking ratio standards and loading zones for various land uses are appropriate so that there is not an oversupply or undersupply. There is some flexibility in sharing car parking facilities between land uses where appropriate. There is some flexibility in the expenditure of cash-in-lieu of car parking funds. Designs for private on-site parking areas may be converted to other uses should parking demand decline over time. 	Section 8.1.5 of Part 2 – As recommended in the draft Integrated Traffic Management and Movement Strategy (Parking Plan).	Short term (1-5 years)

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport			
Planning Direction	Action	Rationale	Timeframe
5. Support the important regional roles of Canning Highway, Stirling Highway and the Fremantle Port whilst reducing impacts on local land use, health and amenity.	x. Investigate the inclusion of the Fremantle Port Buffer Development Guidelines into the local planning framework for development of all sensitive uses within Buffer Areas 2 and 3, including: <ul style="list-style-type: none"> - LPP 3.1.3 – Town Centre Redevelopment Guidelines; - Any applicable newly developed design guidelines, precinct plan, local development plan or other planning tool is to incorporate the requirements of the Fremantle Port Buffer Development Guidelines; and - Review of the local planning scheme. 	Section 3.4 and Section 8.1.7 of Part 2 - Fremantle Port Buffer Development Guidelines are not included in LPP 3.1.3 – Town Centre Redevelopment Design Guidelines.	Immediate (less than 1year) Ongoing (throughout the life of the LPS, requiring regular review) Short term (1-5 years)
	xi. Investigate the inclusion of planning measures as guided by SPP 5.4 – Road and Rail Noise for land within 300m of Stirling Highway and 200 - 300m (as required) of Canning Highway, to include requirements for noise mitigation as part of: <ul style="list-style-type: none"> - Review of LPP 3.1.1 – Residential Design Guidelines, LPP 3.1.3 – Town Centre Redevelopment Guidelines and LPP 3.2.2 – Noise Attenuation. - The precinct planning process for the designated planning areas along and near Canning Highway urban consolidation corridor. - Review of the local planning scheme. 	Section 2.2 of Part 2 – SPP 5.4 policy direction. Section 3.4 acknowledges local policy review required to investigate better alignment with SPP 5.4.	Short term (1-5 years) Short term (1-5 years) Short term (1-5 years)

5.3 Planning Issue/Opportunity No. 7 - Servicing

Water Supply

The Town and surrounding suburbs are provided with potable water from the Water Corporation's West Melville Gravity Water Supply Zone.

Water is supplied under gravity from the Melville Reservoir, which is located in Melville approximately 2km to the east. These mains provide an adequate level of service and pressure to the existing pattern of land use and development. Small-scale, low density infill subdivision and development is unlikely in itself to trigger the need for any developer-funded reticulation pipe upgrades.

Wastewater Servicing

The Town is located within the Water Corporation's Fremantle Sewer District. Wastewater generated by residences and businesses in the area flows under gravity generally westwards into the Fremantle Main Sewer.

The Water Corporation's Fremantle Sewer District wastewater conceptual planning was last reviewed in 2010 based on the zonings and density codes in the local planning scheme at that time. In general terms, the planning over the Town has been based on most of the area being developed to a maximum equivalent to R20, with some areas of R30 and R40 as well as commercial and mixed uses along Canning Highway.

Electricity

Western Power provides the transmission and distribution network for energy supply for the Town by:

- A series of high voltage distribution lines (HVOH 3Ph and HVUG 3Ph) predominantly located within local road reserves;
- A 66 kV transmission line from Pole 14 (corner of Marmion Street and Hubble Street) to Pole 17 (corner Marmion Street and East Street) located within Crown Land (road reserve); and

- A 132 kV transmission line from Pole 51 (Swan River to Town of Mosman Park boundary) to Pole 19 (corner Marmion Street to City of Fremantle boundary) located within Crown Land (road reserve).

All power lines are located underground with the exception of the 132kV transmission line, which has specified building setback buffers. This traverses the Leeuwin Barracks existing development site and will require consideration in future planning for this site.

Western Power has advised of likely future network upgrade of the 66kV line to a 132 kV line in the next 15-25 years. No sub-station investigation sites have been identified within the Town.

5.4 Issues for consideration

- Minimum development increases in the high level water zone are unlikely to require system upgrades, however, this may not be the case for any discernible density development increases. However, any density code increases or zoning changes arising from the local planning strategy against the capacity of the elevated water scheme will need to be tested.
- Large scale development would trigger the need to upgrade and increase key infrastructure capacity such as water and sewerage for the Leeuwin development and the Richmond Hill area. All other areas proposed for increased density would need to be tested for capacity.
- Western Power high voltage (132kV) buffers may impact building requirements for part of the Leeuwin Barracks, properties along a portion of Preston Point Road and along Silas Street (relevant to Planning Areas B and J).
- Water Corporation sewage pumping station buffers may impact amenity and land use potential for affected properties (relevant to Planning Area J).

Table 8 - Infrastructure – planning directions and actions for Planning Issue/Opportunity No. 7 - Servicing			
Planning Strategy Direction	Action		Timeframe
1. Ensure sufficient water and sewerage capacity is available to support growth as and when required.	i. Prior to, or as part of the precinct planning process, work with the Water Corporation to identify and plan for any water supply and sewerage infrastructure upgrades needed to service the anticipated demand based on detailed planning for each of the urban consolidation precinct planning areas with a view to identify shortfalls early in the process to adequately inform capital works budgets in a timely manner.	Section 8.2 of Part 2 - Capacity of all services resulting from proposed discernible density changes will need to be tested as part of planning processes.	Short term (1-5 years).
	ii. Prior to, or as part of the precinct planning process, work with Western Power and gas providers to identify and plan for any power infrastructure upgrades needed to service the anticipated demand based on detailed planning for each of the urban consolidation precinct planning areas with a view to identify shortfalls early in the process to adequately inform capital works budgets in a timely manner.	As above.	Short term (1-5 years).
3. Mitigate against potential conflicts between Western Power infrastructure and sensitive land uses	iii. As part of the local planning scheme review process, and in collaboration with Western Power and the DPLH, consider the inclusion of incorporating statutory controls (or alternatively a similar outcome through a local planning policy approach): <ul style="list-style-type: none"> - To consider designation arrangements for land use permissibility within, and in near proximity, to Western Power electricity infrastructure (corridors and sites). - To designate existing Western Power owned substation sites as Public Purpose reservations in the scheme map. 	Section 8.2.6 of Part 2 - Western Power favours local governments to develop planning controls to protect infrastructure and manage noise mitigation, visual impact, public safety and amenity for development adjacent to buffers or restriction zones.	Short term (1-5 years)
	iv. As part of any precinct structure planning process for Leeuwin Barracks (Planning Area J) consider the following where applicable: <ul style="list-style-type: none"> - A buffer be provided between the boundary of an existing substation/terminal site and proposed adjoining land uses. - Sensitive/non compatible land uses (i.e. residential, education establishment, childcare centre) are not proposed immediately adjoining an existing substation/terminal site. - The proponent to address noise mitigation, visual impact, public safety and other amenity considerations to the satisfaction of Western Power to 	As above.	Short term (1-5 years)

Table 8 - Infrastructure – planning directions and actions for Planning Issue/Opportunity No. 7 - Servicing			
Planning Strategy Direction	Action		Timeframe
	<p>maintain regulatory compliance where development is proposed adjacent to a buffer or restriction zone.</p> <ul style="list-style-type: none"> - An acoustic assessment, noise management plan, visual impact assessment and landscape management plan may be required prior to Western Power's consideration of a structure plan whereby development may impact upon operational compliance of existing infrastructure assets. 		

6 Planning Areas

6.1 Overview

The planning areas are based on the State planning framework as applied to the local context, in consideration of the key implications for each component outlined in Part 2 – Background Information and Analysis.

Section 8 of Part 2 provides a rationale and future context for each planning area. As encouraged by State Planning Policy 7.3 Volume 2 Apartments (SPP 7.3 – R-Codes 2), indicative context and character types for the planning areas within the Town have been suggested in this LPS as a basis or starting point for further community discussion and investigation. The six neighbourhood character types as illustrated in Appendix A2 – Streetscape character types of SPP 7.3 – R- Codes 2 depict various housing mixes in different settings. Notwithstanding this, all areas will have requirements for housing choice and diversity in response to community needs.

Based on the indicative context and character types, and subject to further investigation and analysis, the LPS aims to provide for growth of additional dwellings to meet demand under two possible scenarios (Scenario 1 without redevelopment of Leeuwin Barracks site, Scenario 2 with redevelopment of the Leeuwin Barracks site) as shown in Table 9.

Table 9- Indicative timing for additional dwellings

Urban Precincts	Consolidation	Planning Areas	1-5yrs 2026	5-10yrs 2031	10-15yrs 2036	Total
Activity Centres and Walking Catchment						
Petra Street District Centre		A		50		50
Town Centre						
Neighbourhood Centre		B		75	75	150
Urban Corridors and Walking Catchment						
Canning Highway						
Canning Highway (West of Town Centre - Mixed Use)		C	90	20	10	120
Canning Highway (Mostly East of Town Centre)		D		50	50	100
East Street/Canning Highway South		E	30			30
Marmion Street						
Marmion Street (Allen Street to Petra Street)		F	15	15		30
Activity Centres & Urban Corridors Walking Catchments						
Petra Street (Marmion Street to Fraser Street)		G	15	15	15	45
Osborne/Wolsely/Alexandra vicinity		H	10	10	10	30
South of Alcester Street		I	15	15	15	45
Possible Future Urban						
Leeuwin Barracks site (S 1)		J		NA	NA	NA
Leeuwin Barracks site (S 2)		J		550	555	1,105
Balance of Existing Urban		NA	90	65	65	220
Additional Dwellings S1			265	315	240	820
Additional Dwellings S2			265	865	795	1,925

6.2 Planning Area Strategic Actions

Planning Area	Planning Direction	Action	Rationale	Timeframe	Matters to consider
Activity Centre: Planning Area A - Petra Street District Centre	Facilitate urban consolidation through promoting land use intensification and mixed-use development within identified planning areas for investigation in Activity Centres, Urban Corridors and Activity Centres and Urban Corridors Catchment Precincts.	Develop a precinct structure plan in collaboration with the City of Melville to guide future amendments to the statutory planning framework, any infrastructure upgrades required and detailed urban form and public realm design considerations. Investigate the inclusion of measures that may override height provisions of the R Codes.	Section 9.1 of Part 2 – District activity centre; single private ownership; identified in Housing Capacity Study; multiple dwellings already possible; strategic landmark site; additional population to increase economic viability.	Short Term (1-5 years) to support development in the medium term (5-10 years)	<ul style="list-style-type: none"> • Retail/commercial floorspace requirements to be guided by future commercial centres needs assessment. • Heritage listed properties on the site and on adjacent properties. • MRS reserve for PRR (Canning Highway) encroachment and restricted access. • Possible intersection realignment at Canning Highway/Petra Street. • Mitigation of noise from Canning Highway (within 200m). • Traffic and parking management.
Activity Centre: Planning Area B - Town Centre	As above	Develop a Precinct Plan to guide future amendments to the statutory planning framework, any infrastructure upgrades required and detailed urban form and public realm design considerations. Planning to also concurrently consider Planning Area D- Canning Highway Urban Corridor (West of Town Centre – Mixed Use) and potentially part of Planning Area C – Canning Highway Urban Corridor (on the northern side between Preston Point Road and Andrews Road) and Planning Area I – South of Alcester Street.	Section 9.2 of Part 2 – Town Centre is a Neighbourhood activity centre; single private ownership; identified in Housing Capacity Study; multiple dwellings already possible; under-developed properties; additional population to increase economic viability.	Short Term (1-5 years) to support development in the medium to long term (5-15 years)	<ul style="list-style-type: none"> • Retail/commercial floorspace requirements to be guided by future commercial centres needs assessment. • Heritage listed properties in the vicinity (particularly the civic precinct where the Town Hall stands). • MRS reserve for PRR (Canning Highway) encroachment and restricted access. • Mitigation of noise from Canning Highway (within 200m). • Traffic and parking management. • Fremantle Ports Buffers.

Planning Area	Planning Direction	Action	Rationale	Timeframe	Matters to consider
		Investigate inclusion of measures that may override height provisions of the R Codes.			<ul style="list-style-type: none"> Western Power high voltage (132kV) buffers. Water Corporation sewage pumping station buffers.
Urban Corridor: Planning Area C – Canning Highway (Mixed Use)	AS above	<p>Include as part of an overall Precinct Plan for the Town Centre, to guide future amendments to the statutory planning framework, any infrastructure upgrades required and detailed urban form and public realm design considerations.</p> <p>Investigate the inclusion of measures that may override height provisions of the R Codes.</p>	Section 9.3 of Part 2 -Within Canning Highway urban corridor; Mixed Use identified in Housing Capacity Study; multiple dwellings already possible.	Short Term (1-5 years) to support development in the medium to long term (5-15 years)	<ul style="list-style-type: none"> Heritage listed properties in the vicinity. MRS reserve for PRR (Canning Highway) encroachment and restricted access. Mitigation of noise from Canning Highway and Stirling Highway (within 200 - 300m). Fremantle Ports Buffers
Urban Corridor: Planning Area D - Canning Highway (Residential)	As above	<p>Develop a concept plan to guide future amendments to the statutory planning framework, any infrastructure upgrades required and detailed urban form.</p> <p>Investigate the inclusion of measures that may override height provisions of the R Codes.</p>	Section 9.4 of Part 2 – Within Canning Highway urban corridor; identified in Housing Capacity Study; multiple dwellings already possible; vacant publicly owned land; amalgamation/redevelopment potential for street frontage block.	Short Term (1-5 years) to support development in the medium to long term (5-15 years)	<ul style="list-style-type: none"> Retail/commercial floorspace requirements to be guided by future commercial centres needs assessment. Heritage listed properties in the vicinity (particularly the civic precinct where the Town hall stands). MRS reserve for PRR (Canning Highway) encroachment and restricted access. Mitigation of noise from Canning Highway (within 200m). Traffic and parking management. Fremantle Ports Buffers.
Urban Corridor:	As above	Amendment to Local Planning Scheme No. 3 to apply an appropriate residential density	Section 9.5 of Part 2 – Within Canning Highway urban corridor; identified in Housing	Immediate (within 1 year) to support development in	<ul style="list-style-type: none"> Heritage listed properties in the vicinity.

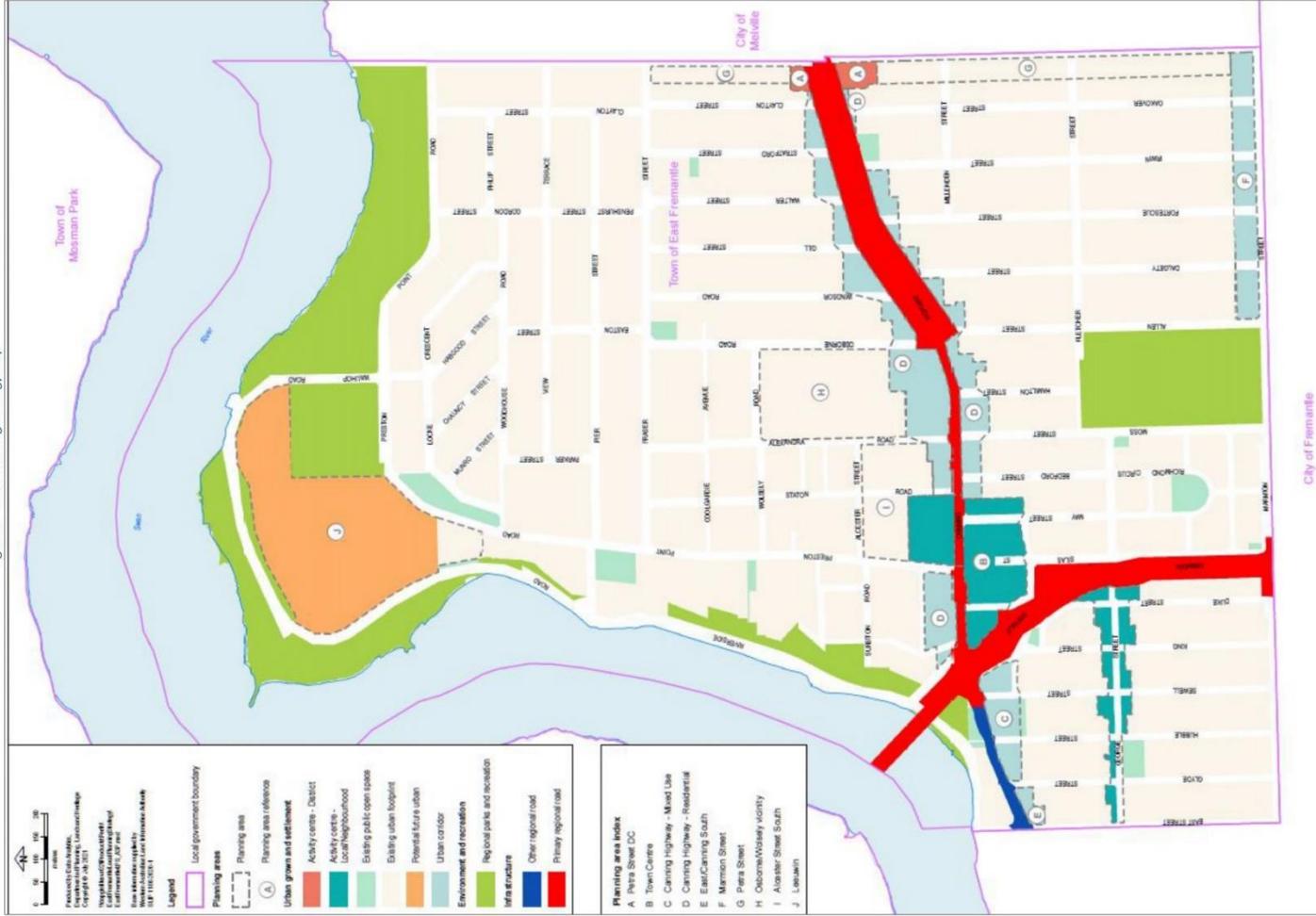
Planning Area	Planning Direction	Action	Rationale	Timeframe	Matters to consider
Planning Area E - East Street/Canning Highway South		and associated standards and provisions relating to built form outcomes, traffic and parking management. Investigate the inclusion of measures that may override height provisions of the R Codes.	Capacity Study; multiple dwellings already possible; predominant public agency ownership; strategic landmark site; river views; vacant land; opposite R80 site.	the Short Term (1-5 years)	<ul style="list-style-type: none"> • MRS reserve for PRR (Canning Highway) encroachment and restricted access. • Mitigation of noise from Canning Highway (within 200m).
Urban Corridor: Planning Area F - Marmion Street (Allen Street to Petra Street)	As above	Undertake opportunities and issues analysis for the planning area to assess potential to continue with the higher density pattern of development that exists, or potentially increase this density, for some properties in this vicinity. Investigate the inclusion of measures that may override height provisions of the R Codes.	Section 9.6 of Part 2 – Within Marmion Street urban corridor; identified in Housing Capacity Study; potential to reflect/increase existing development pattern.	Short Term (1-5 years) to support development in the Short to Long Term (1-15 years)	<ul style="list-style-type: none"> • Heritage listed properties in the vicinity. • Access points to Marmion Street.
Activity Centre/Urban Corridor Catchments: Planning Area G - Petra Street (Marmion Street to Fraser Street)	As above	Undertake opportunities and issues analysis for the planning area to assess potential to continue with the higher density pattern of development that exists, or potentially increase this density, for some properties in this vicinity. Investigate the inclusion of measures that may override height provisions of the R Codes.	Section 9.7 – Within Marmion Street urban corridor/ Petra Street District Centre catchments; identified in Housing Capacity Study; potential to reflect/increase existing development pattern.	Short Term (1-5 years) to support development in the Short to Long Term (1-15 years)	<ul style="list-style-type: none"> • Heritage listed properties in the vicinity. • Access points to Petra Street.

Planning Area	Planning Direction	Action	Rationale	Timeframe	Matters to consider
Activity Centre/Urban Corridor Catchments: Planning Area H - Osborne/Wolsley/Alexandra Streets vicinity	As above	Undertake opportunities and issues analysis for the planning area to assess potential to continue with the higher density pattern of development that exists, or potentially increase this density, for some properties in this vicinity. Investigate the inclusion of measures that may override height provisions of the R Codes.	Section 9.8 of Part 2 – Within Canning Highway urban corridor/ Town Centre neighbourhood catchments; identified in Housing Capacity Study; concentration of non-conforming higher density; potential to formalise/ continue existing density.	Short Term (1-5 years) to support development in the Short to Long Term (1-15 years)	<ul style="list-style-type: none"> Heritage listed properties in the vicinity. Mitigation of noise from Canning Highway (within 200m).
Activity Centre/Urban Corridor Catchments: Planning Area I - South of Alcester Street	As above	Undertake opportunities and issues analysis for the planning area to assess potential to continue with the higher density pattern of development that exists, or potentially increase this density, for some properties in this vicinity. Investigate the inclusion of measures that may override height provisions of the R Codes.	Section 9.9 of Part 2 - Within Canning Highway urban corridor/ Town Centre neighbourhood catchments; identified in Housing Capacity Study; concentration of non-conforming higher density; potential to reflect/increase existing development pattern.	Short Term (1-5 years) to support development in the Short to Long Term (1-15 years)	<ul style="list-style-type: none"> Heritage listed properties in the vicinity. Mitigation of noise from Canning Highway (within 200m).
Proposed Future Urban: Planning Area J - Leeuwin Barracks	Support the change of land use for the Leeuwin Barracks site from Public Purposes to become a new residential neighbourhood.	Amendments to the MRS and Local Planning Scheme No. 3 together with a range of subsequent detailed planning to guide and support future land and housing development outcomes and associated land uses including structure/precinct planning.	Section 9.10 of Part 2 – Possible redevelopment opportunity arisen as land reported as no longer required for Department of Defence purposes.	Ongoing (throughout the life of the LPS, requiring regular review)	<ul style="list-style-type: none"> Heritage listed buildings and structures within the site. Acid sulfate soils present. Affected by 1:100 year AEP floodplain. Building height and scale is to respect Swan River visual landscape.

Planning Area	Planning Direction	Action	Rationale	Timeframe	Matters to consider
		Investigate the inclusion of measures that may override height provisions of the R Codes.			<ul style="list-style-type: none"> • Demand for additional local/neighbourhood level centre. • Demand for additional open space and community facilities. • Public access and connections to the Swan River foreshore. • Public transport, traffic and provision of pedestrian/cycle paths. • Western Power high voltage (132kV) buffers. • Water Corporation sewage pumping station buffers.

7 Strategy Map

Figure 1 – Local Planning Strategy Map



8 Implementation and Review

Implementation of the LPS will occur through implementation and review of the actions proposed in the LPS and through local planning scheme preparation, review and administration.

Implementation and review of the LPS is fundamental in ensuring that proposed actions are implemented, and that it continues to be relevant and contemporary. To ensure this, the Town will make every effort to:

- Implement the actions within the specified timeframes intended.
- Monitor and review the LPS to ensure its effective implementation and compliance with the Regulations.
- Undertake a comprehensive review of the local planning scheme and strategy every five years in the form of a report of review, which is to include a basic assessment of the status of all of the actions from the LPS and confirmation that actions are either completed, in progress, not commenced or no longer relevant.
- Amend the LPS and local planning scheme as required to assist the implementation of the LPS.

The LPS may be amended from time to time by an amendment prepared by the Town and endorsed by the WAPC in accordance with Part 3 of the Regulations.

An amendment to the LPS may be required in the following circumstances:

- Where it is required to be updated to implement changed or newly created policy under the State planning framework.
- The WAPC or the Town considers that changes are required for the purposes of orderly and proper planning.

- Where it needs to be updated to address new or emerging local planning issues or opportunities that had not previously been contemplated or addressed through the stated planning directions and actions, or particular directions or actions have changed or are no longer relevant.
- Where it needs to be updated to align with the Town's Strategic Community Plan.
- Where it needs to include updated information on demographic and development trends.
- Where completed studies and investigations identified as actions in the LPS may require the LPS to be updated to reflect the outcomes of those actions.

It is acknowledged that a number of actions proposed in Part 1 of the LPS may require the amendment of Local Planning Scheme No. 3 to be implemented, in the absence of a newly prepared local planning scheme.



TOWN *of*

EAST FREMANTLE

(Draft)

Local Planning Strategy

Part 2 - Background Information and Analysis

July 2021

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Part 2

1 Introduction

1.1 Purpose

The purpose of Part 2 is to provide the rationale and evidence base for Part 1. It provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the Town of East Fremantle Local Planning Strategy (LPS).

This part provides a summary of the relevant State, regional and local planning contexts and their implications for the LPS. A profile is also included to provide a presentation and analysis of information relating to the demographic profile of the Town and the key planning issues and opportunities influencing future development and land use.

1.2 Context

The Town is a compact municipality measuring approximately 3.2 square kilometres in area and is bound by the Swan River, East Street, Marmion Street and Petra Street. Located approximately 12 kilometres south-west of the Perth CBD, the Town is the second smallest local government in Metropolitan Perth and Peel comprising of only one suburb, which contributes to a distinctive and desirable lifestyle. Its heritage and character are highly valued in the local and wider community and this is a major consideration in planning and decision making for the future. The Town has a current estimated population of almost 8,000 residents and this is expected to grow to approximately 10,400 by 2031.

The Town was established in 1897 and is one of the region's historic suburbs developed around early mansions and inner harbour workers' cottages. The locality is significant as a remnant of the early development of the Perth Metropolitan Region and this is reflected in the recognition given to the area in both local and State heritage registers. Much of the original urban fabric has been preserved from indiscriminate redevelopment and there is widespread recognition that any new development must carefully consider and mitigate any adverse impacts particularly in regard to areas of heritage significance.

Because of its size and historical development, the Town predominantly comprises of residential development with no industry and small pockets of local commercial activity at the Town Centre, George Street, Petra Street (at Canning Highway intersection) and along the riverfront. Regional recreational facilities include the East Fremantle Oval, the Swan River and associated foreshore reserves (both passive and active). The River not only provides for a wide range of recreational activities but is also the location of an important transport hub in the form of the Fremantle Port (within the City of Fremantle).

The Town is traversed by two primary regional roads, being Canning and Stirling Highways, which provide road access to other parts of the region on which the area relies for many of its services.

Figure 1 – Regional Context

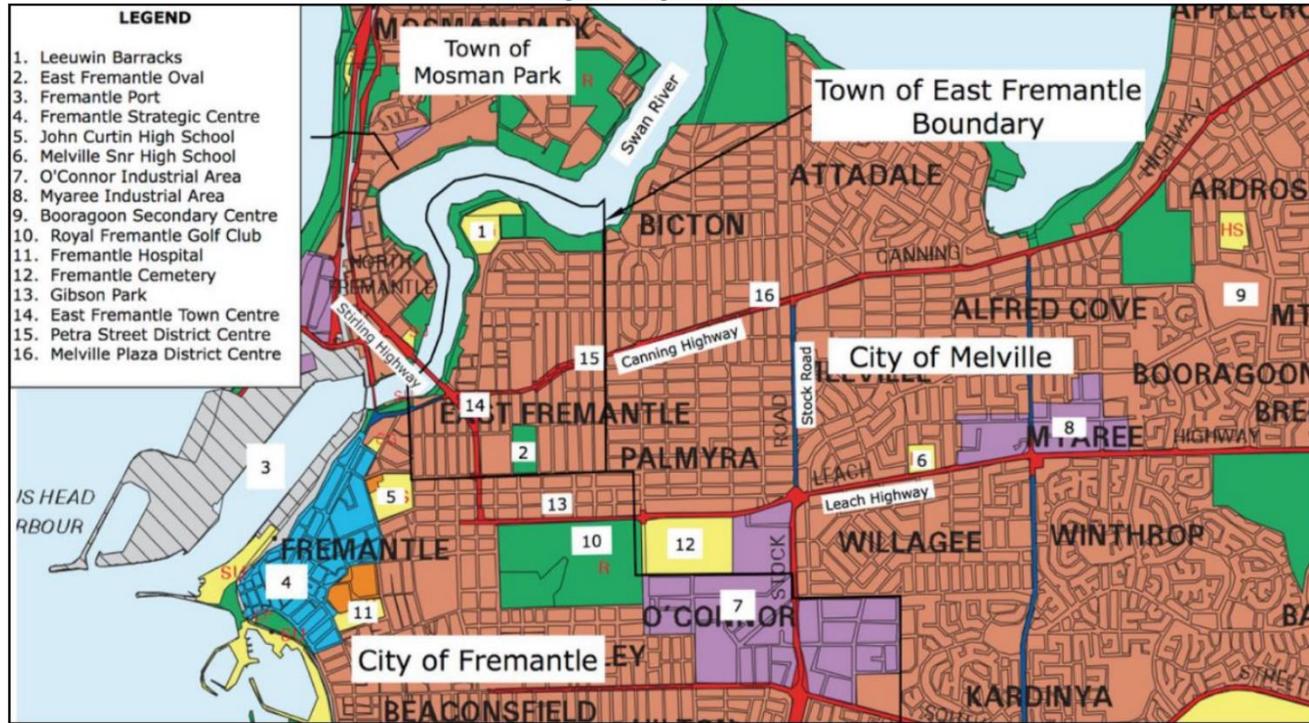


Figure 1 shows the Town in its local and regional context and highlights the Town's proximity to the Strategic Centre of Fremantle and a range of other regional employment, educational and recreational facilities in surrounding areas. A relationship with these facilities is significant in the planning of the Town, which is not able to support the full range of services available in larger municipalities.

A framework for where growth is to occur within urban consolidation precincts and the principles relating to accommodating urban consolidation are outlined in the Perth and Peel @ 3.5 million (WAPC, 2018) suite of documents.

Due to its unique attributes, not all urban consolidation opportunities identified in Perth and Peel @ 3.5 million are fully available to the Town. For example, there are no transit stations, industrial centres or higher level activity centres entirely within the Town that would provide the catalyst for significant employment, high growth and densities.

A number of existing development sites are poised to be developed and a number of planning areas have been identified in this LPS as having potential for higher residential density development to accommodate the Town's future population and additional dwelling targets, as outlined by the Central Sub-regional Planning Framework.

Opportunities for urban consolidation potentially exist for the Town in areas within urban corridors and centres and their walkable catchments. Important principles in supporting growth include access to high frequency public transport; careful consideration of character and heritage in balance with achieving housing diversity; and green space networks and streetscapes.

A potential new urban area at the Leeuwin Barracks site has arisen as an opportunity due to the Department of Defence has identified this site as surplus to Defence requirements. At least 1,440 potential dwellings are estimated to be accommodated in the Leeuwin Barracks planning area as proposed in the Leeuwin Barracks Vision Plan (endorsed by the Town in 2016). Whilst supporting development of this site, the Town is keen to ensure that future planning controls will deliver outcomes that benefit the locality and the community as a whole.

Notwithstanding the anticipated Leeuwin Barracks site development, the Town is confident that this LPS will readily support meeting the dwelling

targets. Other planning areas identified in this LPS are likely to yield sufficient additional dwelling numbers, subject to detailed investigations and planning taking place.

The Town currently has an exemplary mix of residential densities and housing types and has historically demonstrated this for some years. The mix includes multiple dwelling units, medium density town houses and units, small lot cottages, single family homes on larger lots with mature trees, ancillary dwellings and aged persons accommodation. The 2016 census confirms that the Town continues to provide a significantly higher proportion of medium and high density private dwellings when compared to the Greater Perth region.

Whilst supporting well-considered and principled higher density development, the importance of the single detached family home as part of that diversity is not to be underestimated in the context of the Town. A large number of existing single family homes within the Town are recognised on the Heritage List and/or the Local Heritage Survey (LHS) indicating their value to the community and contributing to the identity and character of the Town. Furthermore, in order to encourage population growth when an ageing population is prevalent, efforts are required to attract the in-migration of families to the area. A healthy supply of good quality single family homes goes some way to achieving this.

The strategies and actions put forward in this LPS recognise the need to apply and implement State planning direction in a local situation, in a manner that considers local community values and visions for the future. This LPS lays the foundation for implementation through the Town's local planning framework.

2 State and Regional Planning Context

2.1 State Planning Strategy

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

2.2 State Planning Policies

State Planning Policies (SPP's) are prepared under Part 3 of the Planning and Development Act 2005 and provide the highest level of planning policy control and guidance in Western Australia. SPPs considered to be specifically relevant to the Town are outlined and described in Table 1 (over page).

Local Planning Strategy Implications and Responses

The Town's LPS recognises the principles of the State Planning Strategy as they may be applied to land use planning proposals. Environmental features will need to continue to be protected and connected in a manner that provides the community with social benefits to these resources. Community development needs to be enhanced by improved accessibility to public transport modes to facilities that meet the evolving social and economic needs of the local population, while recognising that many of the social and community needs are met outside of the Town. The advantages offered by public transport routes need to be recognised by the potential for increased density and intensity of residential development. The locations of key economic activity need to be identified and provided with the opportunity to maximise their benefits to the local community.

Table 1: State Planning Policy Overview and LPS implications and responses

<i>State Planning Policy Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>State Planning Policy 1 – State Planning Framework (SPP 1.0) SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia.</p> <p>The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.</p> <p>The framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.</p>	<p>The LPS responds to those applicable State and regional plans, policies, strategies and guidelines that apply to land use and development in Western Australia brought together by this central framework, which provides a context for decision making on land use and development in the Town.</p>
<p>State Planning Policy 2.0 – Environment and Natural Resources Policy (SPP 2.0) SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific state planning policies which supplement SPP 2.0.</p> <p>SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific state planning policies which supplement SPP 2.0.</p>	<p>The built environment of the Town is well established and natural assets such as the Swan River and its banks are located on public land, under the care of either the Town or the Swan River Trust. The recognition and protection of the river are considered in the LPS.</p>

<i>State Planning Policy Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>State Planning Policy 2.6 – State Coastal Planning (SPP2.6) SPP 2.6 provides for the long-term sustainability of Western Australia’s coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving and enhancing coastal values.</p> <p>SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.</p> <p>SPP 2.6 is supplemented by the <i>State Coastal Planning Policy Guidelines</i> and <i>Coastal Hazard Risk Management and Adaptation Planning Guidelines</i></p>	<p>The Town does not contain any direct coastline, however, SPP 2.6 also applies to the tidal reaches of inland waters, including the Swan River Estuary, which is partly within, and abuts, the Town boundaries.</p> <p>The Swan River shoreline is contained within MRS Parks and Recreation Reserve affording a level of protection.</p> <p>There are implications for a number of management issues including stormwater drainage into the river, public access, erosion, rising sea levels, protection of vegetation and habitats, and assets such as roads and sea walls.</p> <p>Other assets include a public boat ramp, jetties, mooring facilities, playground equipment and buildings associated with yacht and boat clubs, cafes, restaurant, sea scouts and the Department of Defence.</p> <p>A Coastal Hazard Risk Management Adaptation Plan (CHRMAP) prepared in accordance with SPP 2.6 and its guidelines may be required to identify hazards, analyse vulnerability and prioritise management and adaptation responses through an implementation plan.</p> <p>SPP 2.6 will have implications for the redevelopment of the Leeuwin Barracks site which partly falls within the 1:100 year floodplain and is located approximately between 20 – 150 metres from the Swan River shoreline. Considerations include visual, amenity, social and ecological values. Building height limits to ensure overall visual permeability of the foreshore from nearby residential areas, roads and public spaces may be required.</p>
<p>Draft State Planning Policy 2.9 – Planning for Water (SPP2.9) SPP 2.9 provides guidance in the planning, protection and management of surface and groundwater catchments, including consideration of availability of water and waterways management, wetlands, waterways, and estuaries and their buffers, and implementation of total water cycle management principles in the land use planning system.</p> <p>The policy recognises that planning should contribute to the protection and management of water resources through implementation of policy measures that identify significant water resources, prevent the</p>	<p>The Town will respond to any future broader water conservation initiatives developed at the State level and implemented throughout the Perth metropolitan area as and when they arise.</p>

<i>State Planning Policy Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>degradation of water quality and wetland vegetation, promote restoration and environmental repair and avoid incompatible land uses.</p>	
<p>State Planning Policy 2.10 – Swan-Canning River System (SPP 2.10) SPP 2.10 provides a framework for consistent and integrated decision making in relation to planning proposals over the Swan and Canning River and its foreshore to ensure activities land use and development maintains and enhances the health, amenity and landscape values of the river, including its recreational and scenic values.</p> <p>SPP 2.10 sets out overarching guiding principles for the entire river together with precinct based performance criteria and objectives to be achieved for certain parts of the river as defined in the policy. The guiding principles include social benefits, environmental values, cultural and natural heritage and design and development, such as securing public access to the river, maintaining a sense of place, protecting the natural environment, conservation of cultural and natural heritage elements of the river and its setting and promoting sensitive design and built form.</p>	<p>The importance of the Swan River is recognised by the LPS to protect and improve the natural amenity and environment by ensuring consistency with the Blackwall Reach precinct policies and thereby ensuring that future development enhances public access and does not compromise landscape amenity.</p>
<p>State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0) SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change.</p> <p>SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning policies which supplement SPP 3.0.</p>	<p>SPP 3.0 is an overarching policy for ensuring sustainable growth and settlement. Key elements relevant to the Town include locating higher residential densities in locations accessible to transport and services and in areas of high amenity, whilst respecting heritage, neighbourhood character and protecting biodiversity /environmental significance.</p>

<p>State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5) SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.</p> <p>SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features.</p> <p>The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.</p>	<p>There are a number of sites and buildings that are of cultural significance in the Town including more than 1,000 places listed on the Local Heritage Survey (LHS), previously known as the Municipal Heritage Inventory. Approximately 700 places are on the Local Planning Scheme Heritage List; six places subject to Heritage Agreements with the Heritage Council of WA and seven places registered on the Register of the National Estate. The Town last reviewed its LHS in 2014/15.</p> <p>The local planning scheme includes provisions to manage and protect the high quality of built form heritage buildings in the Town by the way of Part 3 of Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations (2015)</i> (i.e. Deemed Provisions relating to Heritage Protection). Properties listed as Category A and B in the LHS are listed on the Local Planning Scheme Heritage List and require development approval for any additions and alterations. Conservation and retention is highly encouraged for these listed properties.</p> <p>This LPS seeks further opportunities for the on-going sustainable protection of these important buildings and places through review of the LHS.</p>
<p>SPP 3.6 - Infrastructure Contributions (SPP 3.6) SPP 3.6 sets out the principles and requirements that apply to both development and community infrastructure in new and established areas. Its primary purpose is to promote the efficient and effective provision of public infrastructure to meet the demands arising from population growth and development. The policy is intended to apply across all development settings, including urban, industrial and greenfield growth areas and regional towns.</p> <p>Implementation of this policy is primarily through local planning schemes, improvement schemes or structure plans as well as subdivision and development proposals. In determining the suitability for infrastructure contributions, decision-makers are required to consider six underlying principles, including need and nexus, transparency, equity, certainty, consistency and accountability.</p>	<p>The Town currently has no Development Contribution Areas identified within Local Planning Scheme No. 3 and, therefore, no Development Contribution Plans. Development Contribution Plans may be a consideration for future infill development such as the Leeuwin Barracks redevelopment and other higher residential density development along the high-frequency transport corridors and activity nodes.</p>

<p>SPP 3.6 is supplemented by the Infrastructure Contribution Implementation Guidelines (the Guidelines) that provide additional information regarding the preparation and operation of development contribution plans (DCPs) in areas where coordinated development of infrastructure and cost-sharing is required.</p>	
<p>Draft State Planning Policy 4.1 – Industrial Interface (SPP 4.1) Draft SPP 4.1 guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/general industry zones and sensitive zones.</p> <p>Draft SPP 4.1 supports land use conflict being addressed as early as possible in the planning process. It is also expected that land use conflict will be subsequently considered at each stage of the planning framework, increasing in detail at each level.</p> <p>The policy recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.</p>	<p>There are no industrial zones within the Town nor are there any industrial land uses. In order to apply State Planning Policy 4.1 – State Industrial Buffer Policy (1997) however, Fremantle Ports initiated the Fremantle Inner Harbour Buffer Definition Study, which was endorsed by the WAPC and the then Department of Environment Protection in 2004.</p> <p>Buffer Guidelines established by Fremantle Ports provide guidance for land use planning around the Inner Harbour. These recognise the strategic importance of the port operations and growth, whilst promoting compatible land uses and protection of the amenity of residents living within the buffer. The buffer comprises of three areas based on varying levels of technical criteria of risk, noise and odour. The two areas that affect the Town are: Area 2 - Controlled Area - Intermediate Buffer Zone which allows the establishment of sensitive land uses with a medium level of protective conditions; and Area 3 – Discretionary Area - Outer Buffer Zone which allows the establishment of sensitive land uses with protective conditions implemented at the discretion of Council.</p> <p>In response to recommendations of the Fremantle Inner Harbour Buffer Definition Study, the Town included provisions within the local planning scheme which required the Town to seek comments from Fremantle Ports regarding applications for development within Buffer Area 2 for sensitive uses or other development that will result in a concentration of people; and notify Fremantle Ports of any intention to amend the local planning scheme in a manner that would increase the development of sensitive uses within Buffer Areas 2 or 3. When the Deemed Provisions came into effect in 2015, these provisions were lost and no longer exist within the scheme.</p> <p>The buffers are referred to in local policy referring to residential design guidelines however, are not formally identified in policy relating to affected non-residential land.</p> <p>The LPS seeks to improve recognition and land use management within these buffers for all affected areas of the Town.</p>

<p>Draft State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) (August 2020) Draft SPP 4.2 and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. Draft SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments.</p> <p>Draft SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.</p>	<p>The Town’s local commercial needs are served by the existing Town Centre, the George Street precinct and the shopping centre at the intersection of Canning Highway and Petra Street (partially located in the City of Melville). SPP 4.2 does not identify these as higher order centres, with the exception of the Petra Street centre which is known as a District Centre.</p> <p>The LPS recognises the Petra Street centre, the Town Centre and the mixed use area along Canning Highway as planning areas for which precinct structure planning is proposed.</p> <p>The Petra Street centre is mostly located within the boundaries of the City of Melville (Petra Street being the boundary for both local governments) and any activity centre precinct structure planning will need to be in collaboration with the City of Melville.</p> <p>In accordance with SPP 4.2, the LPS considers opportunities for further residential development within and near activity centres. A commercial needs assessment will be required to inform commercial floorspace needs within the Town now and for the future.</p>
<p>State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2) (September 2015) SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.</p> <p>Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.</p>	<p>Local Planning Scheme No. 3 includes telecommunications infrastructure as a land use within the zoning table. Review of the scheme will consider review of permissibility and investigation of guidance on development approval exemptions.</p> <p>In the preparation and assessment of future structure plans, consideration will be given to the need for telecommunications services and measures necessary to mitigate any potential visual impacts on the community.</p>

<p>State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4) SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.</p> <p>This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply.</p> <p>SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors.</p> <p><i>SPP 5.2 is supplemented by the Road and Rail Noise Guidelines.</i></p>	<p>Canning and Stirling Highways are important freight and transport routes, particularly to and from the Fremantle Port.</p> <p>The LPS recognises noise sensitive issues when considering future options along or near these major transport corridors (within the trigger distance of 300m for all of Stirling Highway and most of Canning Highway, and within 200m for part of Canning Highway).</p> <p>This LPS recognises that detailed planning for the planning areas identified along Canning Highway will need to address this.</p> <p>Local Planning Policy 3.1.1 - Residential Design Guidelines, Local Planning Policy 3.1.3 - Town Centre Redevelopment Guidelines and Local Planning Policy 3.2.2 - Noise Attenuation deal with some aspects of noise however, may require review to more fully address the policy direction provided in SPP 5.4.</p> <p>Provisions may need to be incorporated into Local Planning Scheme No. 3 for noise attenuation for development along these transport routes This may be through the use of Special Control Areas or some other mechanism so that all development is encapsulated, including single houses which are exempt under SPP 5.4.</p>
<p>State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.</p> <p>The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review.</p>	<p>The Town must have due regard to this in its deliberations of any planning proposal.</p> <p>For more complex projects, the Town will consider establishing and operating a design review panel of skilled and competent designers as promoted by this SPP.</p>

<p>These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.</p>	
<p>State Planning Policy 7.2 – Precinct Design (SPP 7.2) SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them.</p> <p>Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.</p>	<p>The Town is within a well-developed urban area and any changes to the local planning framework to implement State policy direction, such as development within activity centres, urban corridors and generally higher density code residential development is likely to require the development of a precinct plan.</p> <p>More specifically, the District Centre at the corner of Canning Highway and Petra Street will require a precinct structure plan, as will any new planning areas and scheme amendments such as the Leeuwin Barracks site.</p>
<p>State Planning Policy 7.3 – Residential Design Codes Volumes 1 and 2 (SPP 7.3) SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.</p> <p>The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.</p> <p>SPP 7.3 - Residential Design Codes Volume 1 and 2 should be read in conjunction with the supporting Guidelines.</p>	<p>The R-Codes do not form part of the local planning scheme however, the provisions of the R-Codes are to be conformed with for residential development, unless otherwise stated (Clause 5.2.2). The standards of the R-Codes are referred to and are required in many instances throughout the local planning scheme.</p> <p>Clause 25 of the Planning and Development (Local Planning Schemes Regulations) 2015 (Schedule 1 – Model Provisions for local planning schemes) states that <i>“The R-Codes, modified as set out in clause 26, are to be read as part of this Scheme”</i>. As new schemes are required to include the model provisions under the <i>Planning and Development Act 2005</i>, the R-Codes will form part of any new scheme for the Town, other than the modifications referred to in the scheme. This varies from the current reference to conformance with the R-Codes.</p> <p>The local planning scheme currently allows for special application and variation of the R-Codes in certain areas under specific circumstances.</p> <p>This LPS seeks to maintain those variations however, further variations may be sought and/or current variations may be amended or deleted as detailed planning evolves in identified planning areas or studies progress as part of this LPS.</p>

	<p>This LPS seeks review of residential density in non-residential zones for the planning areas for the Petra Street centre, Town Centre and Mixed Use area along Canning Highway as part of future investigations and precinct planning. to better align with State policy direction and encourage redevelopment.</p> <p>Local Planning Policy 3.1.1 - Residential Design Guidelines also allows for variations to a number of R-Codes standards for residential development within the Residential zone. This LPS recognises that parts of this local planning policy may require further review.</p> <p>R-Code standards (not density) are also referred to in Local Planning Policy 3.1.3 - Town Centre Redevelopment Guidelines in relation to the Town Centre Core Precinct (R-AC 2), the Canning Highway Precinct (R160) and the Frame Precinct (R100). These, however, were based on the requirements of Part 6 of the previous State Planning Policy 3.1 - Residential Design Codes which have now changed. This local planning policy will need to be reviewed or replaced to alleviate any confusion. This will be addressed by this LPS through the identification of the general Town Centre policy area within a number of planning areas requiring further investigation and detailed planning.</p> <p>The LPS considers possible changes to residential densities in appropriate investigation planning areas and will investigate context character using Appendix A2 – Streetscape character types of SPP 7.3 – R-Codes 2 as a base guide.</p>
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2.3 Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including Regional and Sub-regional planning strategies and structure plans; and Regional Planning Schemes. Regional planning instruments considered as specifically relevant to the Town are shown in Table 2.

Table 2: Regional planning instruments

Regional Planning Instrument	Title
1. Regional Planning Scheme	Metropolitan Region Scheme
2. Regional Planning Strategy	Perth and Peel @ 3.5 million
3. Sub-regional Planning Strategy	Central Sub-regional Planning Framework

An overview of these regional planning instrument together with the LPS implications and responses are provided as follows.

2.3.1 Metropolitan Region Scheme

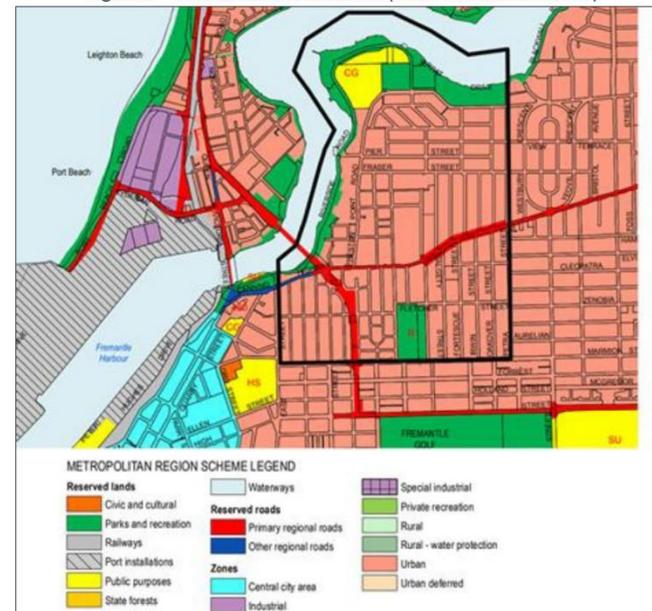
The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.

The MRS zones and reservations that apply to the Town are shown in Figure 2 and include: Other Regional Roads (portion of Canning Highway); Primary Regional Roads (Stirling Highway and portion of Canning Highway); Parks and Recreation (Swan River foreshore); Parks and Recreation Restricted (East Fremantle Oval); Public Purposes Commonwealth Government (Leeuwin Barracks); and the Urban Zone (balance of the Town).

Local Planning Strategy Implications and Responses

The LPS is consistent with the MRS. Subject to detailed investigation and planning, the LPS supports consideration of rezoning the Leeuwin Barracks site to Urban to allow for allocation of an appropriate zone within the local planning scheme to support redevelopment of a mixed use nature, comprising predominantly residential use which is a logical infill extension of existing residential land use. The Federal Government intends to vacate and sell the land and the Town supports rezoning this land.

Figure 2 – MRS Zones and Reserves (Town of East Fremantle)



Source: Metropolitan Region Scheme 1:25,000 series Map 19, Department of Planning, Lands and Heritage website, https://www.planning.wa.gov.au/dop_pub_pdf/MRS_Map19_25000_Fremantle_updated.pdf

2.3.2 Perth and Peel @ 3.5 million

Perth and Peel @ 3.5 million provides a high level strategic plan for the future growth of Perth and Peel. The framework aims to accommodate for 3.5 million people by 2050 by planning for proposed infrastructure and promoting a vibrant, compact and connected city.

The 4 sub-regional planning and infrastructure frameworks (north-west, north-east, central and south metropolitan peel) work in conjunction with the strategy to promote sustainable development, and liveable environments to ensure sustainable growth of both the population and city.

The frameworks identify where growth is to occur in the medium to long term. Infill in urban consolidation precincts is a key means to achieve the preferred connected city growth pattern and is guided by ten urban consolidation principles:

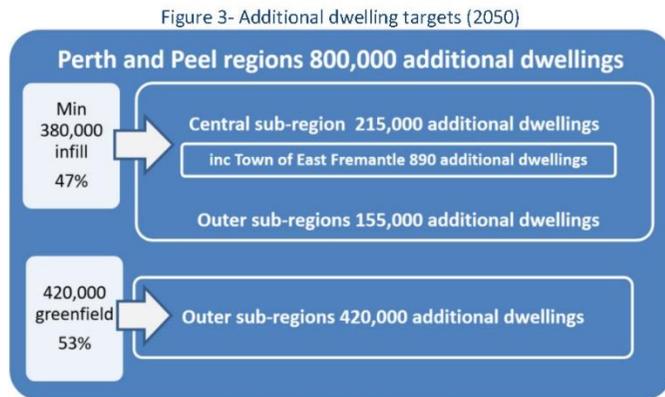
Urban Consolidation Precincts	
Activity Centres	Hubs that attract people for a variety of activities including shopping, working, studying and living
Urban Corridors	Provide connections between activity centres and maximise use of high frequency and priority public transport. Opportunity to accommodate increase medium-rise higher density residential development.
Green network	Public and private green spaces to support population growth and higher density.
Station Precincts	Potential to attract transit-oriented development around bus and train stations.
Industrial Centres	Maintains employment diversity.

Urban Consolidation Principles		
1	Housing	Provide well-designed higher-density housing that considers local context, siting, form, amenity and the natural environment, with diverse dwelling types to meet the needs of the changing demographics.
2	Character and heritage	Ensure the attractive character and heritage values within suburbs are retained and minimise changes to the existing urban fabric, where appropriate.
3	Activity Centres	Support urban and economic development of the activity centres network as places that attract people to live and work by optimising land use and transport linkages between centres; protecting identified employment land from residential encroachment, where appropriate; and avoiding contiguous linear or ribbon development of commercial activities beyond activity centres.
4	Urban corridors	The focus is for higher-density residential development; where appropriate, located along transit corridors and promoted as attractive places to live by optimising their proximity to public transport while ensuring minimal impact on the surrounding urban fabric and the operational efficiency of the regional transport network.
5	Station precincts	Where appropriate, focus development in and around station precincts (train stations or major bus interchanges as set out under the METRONET initiative) and promote these precincts as attractive places to live and work by optimising their proximity to public transport while ensuring minimal impact on the operational efficiency of the regional transport network.
6	Industrial centres	Promote the current and proposed supply and/or development of industrial centres as key employment nodes and prevent incompatible residential encroachment on these areas.
7	Public transport	Ensure that most transit corridors are supported by quality higher-density residential land uses and identify where new or improved public transport services will be needed to meet long-term growth, especially current and future train station precincts.
8	Infrastructure	Ensure more efficient use of and add value to existing and planned service and social infrastructure to achieve a more sustainable urban environment. Protect existing and proposed infrastructure from incompatible urban encroachment to promote a system where land use developments and infrastructure are mutually compatible.
9	Green network	Preserve, enhance and consolidate the green network of parks, rivers, sport/recreation areas, facilities for active open space, conservation and biodiversity areas, and areas with a high level of tree canopy coverage, considered important for the health and wellbeing of the community.
10	Protection	Avoid, protect and mitigate environmental attributes and promote development that contributes to maintaining air quality and minimises the risk of inundation from sea-level rise, flooding, storm surge events and bushfire damage.

2.3.3 Central Sub-regional Planning Framework

The Town is located within the Central Sub-regional Planning Framework (which guides the 19 central metropolitan local governments) and aims for the majority of all new infill development and employment occurring within identified urban consolidation precincts of activity centres, urban corridors, industrial centres and station precincts.

The framework sets a high-level target for the spatial distribution of the infill housing target across the Central Sub-region. Approximately 215,000 additional dwellings are expected to be delivered in the Central Sub-region to accommodate a population of 3.5 million by 2050, with 890 of these expected to be provided within the Town (refer to Figure 3).



Source: Town of East Fremantle

The Central Sub-regional Planning Framework identifies the urban corridors that should be the focus for investigating increased densities and a greater mix of suitable land uses. Figure 4 illustrates a cross section or interface of a corridor as it transitions into the existing neighbourhood. The

presence of high quality public transport is an important consideration in determining whether a corridor is suitable for a more-compact and diverse urban form, including: high levels of service frequency; access to a reasonable variety of destinations (including through multi-modal links); and operates with a high level of priority over private vehicles wherever possible.

Figure 4- Corridor/Neighbourhood Interface



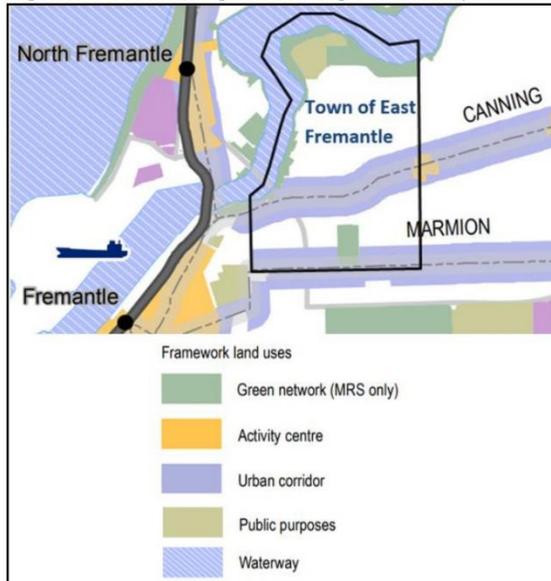
FIGURE 6: Cross section illustrating proposed interface from corridors to adjacent neighbourhood areas

Source: Central Sub-regional Planning Framework - Perth and Peel @ 3.5 million, WAPC, 2018

Employment self-sufficiency is a key strategic focus of the frameworks to be supported through better integration of land use planning and the movement networks, particularly around activity centres and station precincts. Public transport infrastructure has been prioritised through METRONET to optimise improved infill opportunities.

The Spatial Plan for the Central Sub-regional Planning Framework as it relates to the Town is shown in Figure 5 (overpage).

Figure 5– Central Sub-regional Planning Framework Spatial Plan



Source: Extract from Central Sub-regional Planning Framework, WAPC, 2018

<i>Local Planning Strategy Implications and Responses</i>
<p>This LPS aligns with the Central Sub-regional Planning Framework by seeking to</p> <ul style="list-style-type: none"> • Achieve a more consolidated urban form and development; • Meet long term housing requirements; • Strengthen key employment centres; • Provide transport linkages to connect people with key centres of activity and employment and access areas beyond Perth and Peel regions; • Facilitate and support a future regional infrastructure network; and • Encourage and guide increased connectivity between areas of open space or conservation and protect regional conservation and landscape value areas through a green network.

<i>Local Planning Strategy Implications and Responses</i>
<p>The additional housing target for the Town is 890 to accommodate population growth at 3.5 million for Perth and Peel. The Spatial Plan for Central Sub-regional Planning Framework shows no provision for METRONET, station precincts or industrial centres within the Town, however, it does include part of a district level activity centre (Petra Street District Centre) and two urban corridors (Canning Highway and Marmion Street) where urban consolidation is encouraged. Consistent with the Central Sub-regional Planning Framework, the LPS identifies a number of planning areas located within activity centres urban corridors urban consolidation precincts and their catchments to support development, including additional residential dwellings development.</p> <p>The LPS supports a land use change for the area currently shown as Public Purposes (Leeuwin Barracks) in the Central Sub-regional Framework spatial plan to future residential. The Department of Defence no longer requires this site and use of this land for residential purposes is a logical infill extension of the existing surrounding residential land use.</p> <p>No employment targets are set for the Town however, the LPS promotes development within the activity centres that will support the local economy and employment prospects. Increasing residential population at activity centres and mixed use areas is also likely to increase their viability and assist with employment opportunities.</p> <p>Consistent with urban consolidation principle 2 of the framework, some land within parts of activity centres and urban corridor precincts and their catchments are omitted from planning areas identified for intensification at this time, so that attractive character and heritage values are retained and changes to the existing urban fabric is minimised.</p> <p>The Central Sub-regional Planning Framework also shows a green network along the Swan River foreshore, Preston Point Road North Recreation Precinct and the East Fremantle Oval Precinct. This LPS seeks to protect and enhance this green network for recreation and conservation purposes.</p>

2.4 Operational Policies

Operational policies guide decision making in relation to subdivision and development applications. Those operational policies considered relevant to the LPS are listed and described in Table 3.

Table 3– Operational policies

<i>Operational Policy Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
Liveable Neighbourhoods and Draft Liveable Neighbourhoods	<p>This is most relevant to the redevelopment of the Leeuwin Barracks site as this is a new residential area yet to be fully planned and developed.</p> <p>This LPS recognises that planning for this area will need to consider the elements of Liveable Neighbourhoods or any future policy that supersedes this.</p>
DC 1.5 - Bicycle Planning	<p>The Town is serviced by a number of dedicated cycling facilities. As part of an Integrated Traffic Management and Movement Strategy (to be completed early 2021) an active transport plan is being developed to maximise the safe and sustainable movement of pedestrians and cyclists throughout the Town. As a result, more general policy may be developed for application including development proposals.</p> <p>Local Planning Policy 3.1.3- Town Centre Redevelopment Guidelines considers some aspects of bicycle access and parking facilities, however, this could be revisited to provide a stronger emphasis in this regard. Detailed planning for the planning areas is expected to better address bicycle access and facilities.</p>
DC 1.6 - Planning to Support Transit Use and Transit Oriented Development	<p>There are no train stations within the Town (the closest being Fremantle Station and North Fremantle Station both approximately 1.5 km from the closest Town boundary). There is, however, one high frequency bus route along Canning Highway.</p> <p>The LPS proposes to investigate higher density residential development generally within the walking catchments of Canning Highway and Marmion Street (the latter not currently a high frequency bus route, however, identified as an urban corridor).</p>

<i>Operational Policy Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
DC 2.3 – Public Open Space in Residential Areas	<p>This policy sets out the WAPC requirements for public open space and the provision of land for community facilities in residential areas. This is most relevant to the redevelopment of the Leeuwin Barracks site as this is a new residential area yet to be fully planned and developed. The Department of Defence and State government agency working group (including officers of the Town) have been working towards the provision of open space in excess of the usual 10 per cent required. This is to provide a generous green belt connection to the Swan River foreshore and to supplement private open space that is likely to be minimised due to future higher density living.</p>
DC 5.1 - Regional Roads (Vehicular Access)	<p>This policy applies to development on properties that abut Canning Highway and Stirling Highway which are regional roads within the MRS (Primary Distributors) and development that abuts Marmion Street and Preston Point Road (District Distributor A and B, respectively).</p> <p>Clause 5.3.2 Local Planning Scheme No. 3 addresses this to some extent. The LPS promotes continuation the intention of this provision.</p> <p>This restricted access needs to be considered when investigating higher residential density and intensification of land use particularly for those planning areas identified along Canning Highway and Marmion Street.</p> <p>Precinct planning and possibly local development plans may be required to reduce the number of access points needed; specify crossover location; pair or combine multiple development sites to reduce the number of crossovers; and the inclusion of common Rights of Carriageway (ROCW) to the rear of lots.</p>
DC 5.3 - Use of Land Reserved for Parks and Recreation and Regional Open Space	<p>This policy is relevant with regard to implementation of the Town’s Recreation and Community Facilities Strategy (2016), (including redevelopment of the East Fremantle Oval); the Preston Point Road North Sport Recreation Facilities Master Plan (2020); and the East Fremantle Foreshore Master Plan (2016).</p>

2.5 Position Statement and Guidelines

Position statements are prepared by the WAPC to set out the policy position or advice of the WAPC with respect to a particular planning practice or matter. Guidelines are prepared by the WAPC to provide detailed guidance on the application of WAPC policies.

Those position statements or guidelines of the WAPC that are considered relevant are included in Table 4.

Table 4 - Position statement and guidelines

<i>Position statement/guidelines Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>WAPC Position Statement - Residential Accommodation for Ageing Persons</p> <p>The new position statement advocates for a locally tailored, strategically-led approach to planning for residential accommodation for ageing persons.</p>	<p>Aged persons' accommodation is expected to continue to be a significant and needed form of residential living in the Town.</p> <p>Existing aged persons accommodation in the Town were approved under additional use provisions or as 'a use not listed' under the scheme's zoning table, as no aged accommodation use is listed or defined in the current local planning scheme.</p> <p>To encourage and support aged persons' accommodation, the Town will consider changes to the local planning scheme to include land use definitions for 'Residential aged care facility' and 'Independent Living Complex' in accordance with the WAPC's position paper. The Town will further investigate the appropriate allocation of permissibility of these uses within each zone together with any new development standards and requirements for residential aged care and independent living complexes.</p>

3 Local Planning Context

3.1 Strategic Community Plan

The Town’s Strategic Community Plan 2020-2030 (adopted 8 December 2020) is a long-term planning document that sets out the community’s vision, aspirations for the future and the key strategies on which to focus on to achieve those aspirations. The Strategic Community Plan outlines the vision for the Town for the next 10 years as:

“Inclusive community and lifestyle, balancing growth and sustainability”.

The LPS is one of a number of tools employed to achieve the vision and objectives of the Strategic Community Plan and it does this through a land use planning and development response.

Key strategic priority areas and outcome objectives identified in the Strategic Community Plan which are relevant to land use planning are outlined in Table 5.

Table 5– Strategic Community Plan Summary

Strategic Priority Areas (Themes)	Outcomes (Community Aspirations)	LPS Implications and Responses
Social	Socially connected, inclusive and safe community.	<ul style="list-style-type: none"> Provide accessible safe and inviting open spaces, meeting places and community and recreational facilities.
Economic	Sustainable, “locally” focused and easy to do business with.	<ul style="list-style-type: none"> Support the Town’s activity centres to be vibrant, safe, environments with high amenity (including design, access and parking) to attract businesses and customers.
Built Environment	Accessible, well-planned built landscapes which are in balance with	<ul style="list-style-type: none"> Ensure that land uses, activities and facilities are well connected with appropriate linkages throughout the Town.

	the Town’s unique heritage and open spaces.	<ul style="list-style-type: none"> Facilitate provision of a suitable mix of housing choice to meet the social and economic needs of the existing and future community. Ensure adequate controls are in place to protect and enhance identified places of heritage and character value, including transition between sites and areas identified for development/intensification and those sites and areas to remain unchanged. Involve the community in developing character contexts for areas where new development is encouraged.
Natural Environment	Maintaining and enhancing our River foreshore and other green open spaces within a focus on environmental sustainability and community amenity.	<ul style="list-style-type: none"> Conserve, maintain and enhance the Town’s open spaces and natural areas. Acknowledge the change in our climate and how planning may reduce/ameliorate the impact of changes through a range of practices relating to design and development. To conserve and enhance the natural environment and amenity of the Town and the adjacent Swan River. To provide for connectivity and promote the integration of transport and land use development and encourage the use of low energy transport modes such as walking, cycling and public transport.
Leadership and Governance	A pro-active, approachable Council which values community consultation, transparency and accountability.	<ul style="list-style-type: none"> Proactively collaborate with the community and other stakeholders with regard to planning issues and processes.

3.2 Previous local planning strategy

Local planning policies can be prepared by the Town in accordance with Division 2 of Schedule 2 of the Regulations in respect of a particular class of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the Town's local planning policies and implications for the local planning strategy are provided in Table 6.

The previous LPS of the Town was endorsed by the WAPC in 2003 and has been the subject of a review process since 2012. A draft was more-recently advertised for public comment between 30 April and 23 May 2016. Council's consultant prepared a report on submissions in August 2016 however, this has not been considered by Council and no further action has taken place with that version of the draft LPS. The draft LPS advertised in April/May 2016 is no longer considered to fully represent best planning practice and desired strategic community outcomes, so this new draft LPS has been prepared.

Much of the 2003 LPS has now been implemented through the adoption of Local Planning Scheme No. 3 and later amendments thereto. Key changes from the former 2003 LPS generally include:

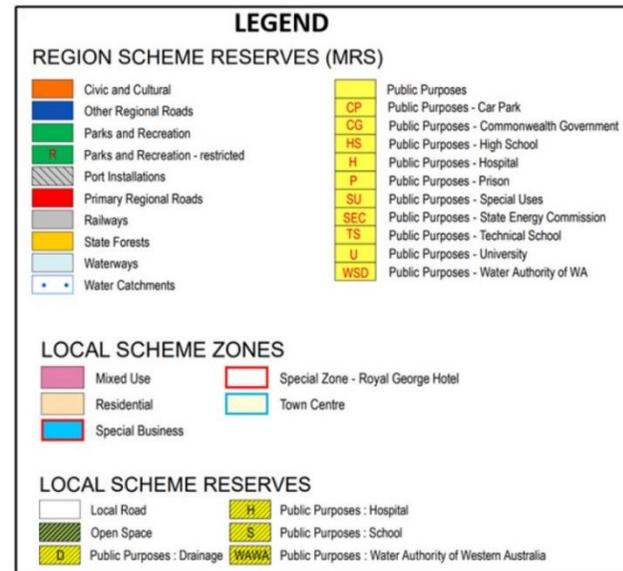
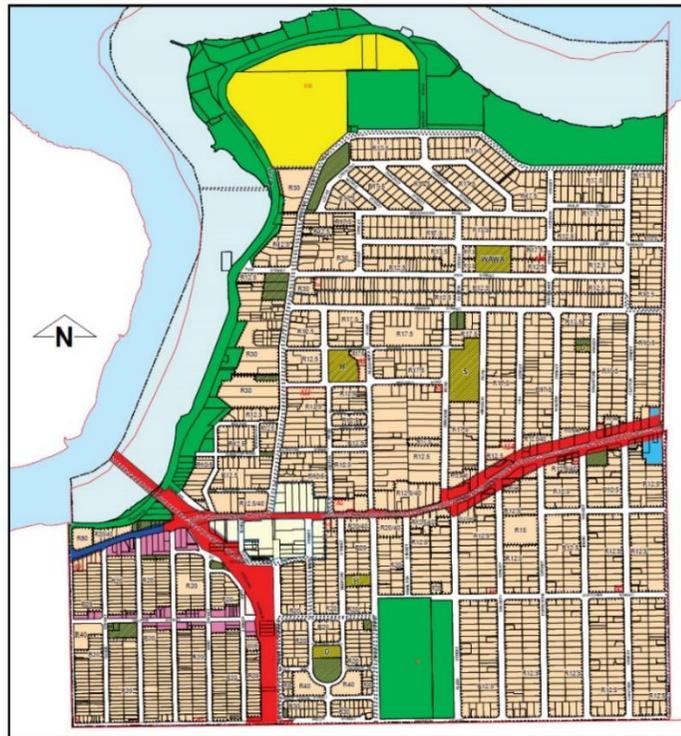
- Updates to reflect planning reform and State planning direction since that time;
- Identification of planning areas to investigate higher density residential development in specific strategic locations;
- Less emphasis on dual residential coding; and
- Development of planning tools that emphasise consideration of design matters.

3.3 Local Planning Scheme

Local Planning Scheme No. 3, gazetted on 3 December 2004 is the primary document for controlling land use and development within the Town (refer to Figure 6 over page).

In September 2019, the Town adopted a Report of Review pursuant to regulation 66 (3) of the Regulations that recommended a new Local Planning Scheme No. 4 be prepared and that the East Fremantle Local Planning Strategy 2003 is no longer satisfactory in its present form. In accordance with Part 3 of the Regulations, the Town is to prepare a new LPS for its Local Planning Scheme as part of the scheme review process. The new local planning scheme will be prepared to align with the LPS once it is finalised and will also be responsive to model provisions/Regulations requirements.

Figure 6 – Local Planning Scheme No. 3 – Scheme Map



3.4 Local Planning Policies

Local planning policies provide a valuable planning instrument for guiding decision-makers in the consideration of matters relating to the planning and development of a local planning scheme area. Local planning policies can be prepared by Town in accordance with Division 2 of Schedule 2 of the Regulations.

An overview of the Town’s local planning policies that have implications for the LPS are provided in Table 6.

Table 6 - Local planning policies

<i>Purpose of Local Planning Policy</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>LPP 3.1.1 - Residential Design Guidelines (amended 17 May 2016) This policy builds on the development requirements (Acceptable Development and Performance Criteria) of SPP 7.3 – R-Codes 1. It provides additional performance criteria and acceptable development provisions for aspects related to heritage, streetscapes, building design/appearance, boundary walls, site works, building heights and external fixtures.</p>	<p>Whilst this policy is generally sound for general suburban development outcomes, it does not provide adequate guidance for development on residential land with a dual code along Canning Highway.</p> <p>It addresses residential development within Buffer Areas 2 and 3 of the Fremantle Inner Harbour Buffer Definition Areas in accordance with the Fremantle Ports Guidelines, but the LPS needs to ensure that development in non-residential areas within the buffers is also addressed.</p> <p>The policy identifies seven residential precincts in the Town including: Plympton, Woodside, Richmond, Richmond Hill, Riverside, Preston Point and Raceway. Statements of Desired Future Character are expressed for each of the precincts, together with a series of Desired Development Outcome statements. Some of these precinct boundaries and character statements may need altering as planning progresses for some of the planning areas identified in the LPS.</p>

<i>Purpose of Local Planning Policy</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>LPP 3.1.3 - Town Centre Redevelopment Guidelines (adopted 15 November 2011) The purpose of this policy is to encourage the evolution of the Town Centre into a robust, vibrant, mixed-use village with enough residents, jobs and services to sustain and meet the local needs of the existing community and future generations to come.</p> <p>It is divided into 3 precincts: Core (mostly commercial), Canning Highway (Mixed Use) and Frame (mostly medium density residential).</p> <p>LPP 3.1.3 addresses such matters as urban structure; preferred land uses and land use mix; pedestrian movement and amenity; vehicle movement and access; parking; landscaping and public spaces; resource conservation; signage and services; and maximum street wall storeys and overall storeys</p>	<p>LPP 3.1.3 attempts to encourage viable redevelopment of a recognised under-performing Town Centre. It provides a relatively sound strategic intention for how the Town Centre and its surrounds can develop however, apart from the Richmond Quarter development, there has been minimal private investment initiatives in this vicinity.</p> <p>The LPS identifies this as a planning area to investigate ways to revitalise this activity centre. Some considerations include provide clarity regarding commercial floorspace, residential density and building height; to include the Fremantle Ports Inner Harbour buffer requirements; and to better address the WAPC’s Draft SPP 5.4 relating to road and transport noise and freight considerations.</p> <p>The defined policy area is in excess of the current Town Centre zone to generally include land along Canning Highway that is zoned Mixed Use, Residential with a high or dual density code, or has additional use rights. These are also identified in the LPS as planning areas and may need to be investigated concurrently.</p>
<p>LPP 3.1.4 - George Street Mixed Use Precinct New Development Contribution to the Management of Access and Parking (adopted 16 August 2011) This policy allows for a monetary contribution for car parking spaces that would otherwise be required to be provided on site as part of the proposal for new development, redevelopment and change of use</p>	<p>The George Street Precinct is a characteristic and vibrant mix of uses, however, prevailing building stock and small lots have resulted in limited onsite parking capacity to service commercial and residential activities.</p> <p>A number of implementation options identified in the Access and Parking Management Plan (June 2013) have been progressed. This is to be updated as part of the Integrated Traffic Management and Movement Strategy (to be</p>

<i>Purpose of Local Planning Policy</i>	<i>Local Planning Strategy Implications and Responses</i>
proposals within the George Street Mixed Use Precinct.	completed by early 2021) which will include a parking management plan for the entire Town. The LPS recognises that the new parking plan will guide future changes to the planning framework to better address parking issues in the George Street vicinity and other parking 'hotspots' in the Town.
LPP 3.1.5 - Community Design Advisory Committee (adopted 21 June 2016) This policy sets up the Community Design Advisory Committee (CDAC) which provides a professional technical advisory role to the Town's Administration and the Council in relation to the design of buildings and other related matters.	The CDAC does not meet the membership expertise and function of a design review panel described in SPP 7.0 to guide, evaluate and provide advice on performance based design principles of more significant development applications (before or after formal submission for consideration of approval). The LPS recognises that the Town will need to consider changing this policy to establish a panel in accordance with the Design Review Guide (WAPC, 2019), or establish a design review panel in addition to the CDAC.
3.2.2 – Noise Attenuation (adopted 15 February 2011) The Noise Attenuation Policy aims to: <ul style="list-style-type: none"> • Provide a clear framework for addressing noise concerns in (and near) mixed-use areas and areas subject to ambient environmental noise, that may be subject to higher levels of noise than average suburban areas; • Establish appropriate criteria for measuring and identifying potential noise impacts before they occur; • Clarify the process and extent of reporting required in certifying 	The LPS recognises that it may be opportune to expand LPP 3.2.2 to address and include requirements of the WAPC's SPP 5.4 relating to road and transport noise and freight considerations.

<i>Purpose of Local Planning Policy</i>	<i>Local Planning Strategy Implications and Responses</i>
proposed noise attenuation measures; and <ul style="list-style-type: none"> • Protect the amenity of existing and future residents within (and near) mixed-use precincts and areas subject to ambient environmental noise, through enhanced building design and construction. 	

3.5 Other Relevant Strategies, Plans and Studies

A number of other strategic planning studies are relevant to this strategy as shown in Table 7.

Table 7 - Other relevant strategies, plans and studies

<i>Name of Strategy/ Plan/ Study</i>	<i>Local Planning Strategy Implications and Responses</i>
Town of East Fremantle Recreation and Community Facilities Strategy (2016) The purpose of the Recreation and Community Facilities Strategy is to: <ul style="list-style-type: none"> • Provide a strategic framework for addressing the current and future recreation and community facilities' needs; • Guide future investment and management of recreation and community assets; and • Consider and recommend the most affordable, achievable and realistic options that are a balance between community needs, expectations, capital funding availability and sustainability requirements. 	Provides the long term blueprint for the provision of recreation and community service facilities in the Town.

<i>Name of Strategy/ Plan/ Study</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>Town of East Fremantle Housing Capacity Study (2018) The Town of East Fremantle Housing Capacity Study is a guiding document for investigation and development of future housing/planning strategies. It provides a baseline demonstration of existing residential capacity under current controls giving an estimate of development potential in terms of additional dwellings, likelihood of development occurring and timing.</p>	<p>This study investigates potential sites for development and/or redevelopment for residential dwellings, taking into consideration current planning controls and constraints. It identifies general areas and specific sites for further investigation and concludes that existing local planning tools will ultimately require review to guide, control and implement recommendations of the study. The LPS is guided by this study in identifying planning areas for urban consolidation and some associated planning considerations/constraints to be addressed.</p>
<p>Local Heritage Survey (2014) Prepared to satisfy the requirements of the Heritage Act 2018, the Town the local heritage survey (LHS) lists buildings/places of cultural heritage significance and applies a management category to support its level of conservation. The LHS includes approximately 1,000 places listed at various management level categories.</p>	<p>There are land use and development implications for development of these properties and for properties near, and adjacent to, these properties.</p>
<p>Town of East Fremantle Precision Urban Forest Monitoring – Final Report (2018) Analyses high-resolution multispectral imagery and provides accurate baseline data of tree canopy cover.</p>	<p>Improvement to the Town’s urban forest area is required.</p>
<p>Urban Streetscape and Public Realm Style Guide (2020) Provides an appropriate and consistent style guide for the Town’s streetscape and public realm, which</p>	<p>The LPS recognises this policy contributes to the amenity and character of the Town.</p>

<i>Name of Strategy/ Plan/ Study</i>	<i>Local Planning Strategy Implications and Responses</i>
<p>includes all the spaces between buildings to which the public has access with the following outcomes:</p> <ul style="list-style-type: none"> – Protected Heritage and Enhanced Character: Enhance and celebrate the Town’s heritage and character, recognising and responding to individual precincts. – Improved Streetscapes: Safer and accessible streetscapes for all ages, with an increased tree canopy for green, shaded and cooler streets. – Quality: A consistent approach to the quality of finishes that can be utilised broadly across the Town. – Strategic Vision and Direction: Strengthen the Town’s Strategic Vision and align with Community Scorecard feedback. – Consolidation: Consistent and consolidated palette of materials, with a clear direction and rationale for design decisions within the Town. 	
<p>Leeuwin Vision Plan (2016) The Vision Plan provides insight into the Leeuwin Barracks site’s development potential and expresses one of many possible futures based on a vision developed in collaboration with key stakeholders and the community.</p> <p>The concept includes approximately 1,440 dwellings to be accommodated</p>	<p>The Leeuwin Barracks site presents as a rare development opportunity in a high amenity location near the Swan River.</p> <p>The land will need to be appropriately rezoned under the MRS and the local planning scheme. Precinct structure planning associated statutory scheme provisions and local planning policy/guidelines are required to determine the most appropriate development outcomes for the site.</p>

Name of Strategy/ Plan/ Study	Local Planning Strategy Implications and Responses
<p>in a series of apartment and mixed use buildings of various heights (up to 15 storeys) in five precincts which are interconnected to each other and the Swan River foreshore by a central parkland setting.</p>	<p>Additional population will create demand for a range of diverse housing options, open space and commercial and community facilities.</p> <p>The LPS identifies the Leeuwin Barracks site as a planning area.</p>
<p>East Fremantle Oval Precinct Revitalisation Vision (2019) and Business Plan (2021)</p> <p>The East Fremantle Oval Precinct Vision/Master Plan provides a preferred concept to create a community hub in the heart of the precinct, surrounded by a parkland setting that maximises connectivity and visual aesthetic to all boundaries.</p> <p>Developed through an intensive community consultation process (charrette), it presents a concept design option for the MRS Parks and Recreation Reserve together with some indicative cost estimates.</p> <p>More detailed implementation studies including a Business Plan and detailed design concepts have been drafted.</p>	<p>The LPS acknowledges that progress and implementation of this vision plan will address a number of issues associated with open space and community facilities in the Town.</p>
<p>Preston Point Road North Recreation Precinct Master Plan (2020)</p> <p>The master plan guides the general development of a diverse range of integrated sporting and active recreation activities and facilities at the Preston Point Road North Recreation Precinct, to meet the</p>	<p>The LPS acknowledges that this provides for a staged approach to improve existing open space in the Town.</p>

Name of Strategy/ Plan/ Study	Local Planning Strategy Implications and Responses
<p>needs of the community now and into the future.</p> <p>Includes upgrades to existing facilities; improved amenities including showers/toilets; enhance access for all ages and abilities; ease of movement for pedestrians/cyclists; and improved safety and security through better lighting.</p>	
<p>Town of East Fremantle Foreshore Master Plan (2016)</p> <p>The East Fremantle Foreshore Master Plan (extending from East Street to Petra Street) provides:</p> <ul style="list-style-type: none"> • A strategic vision for protection and enhancement of the foreshore to mitigate erosion impacts which threaten environmental, recreational, aesthetic and cultural values of the foreshore. • A detailed desktop and site analysis of the East Fremantle foreshore. • Suggested improvements by addressing identified risks to public amenity values, public safety, infrastructure and the environment. • Management recommendations to address physical, social and biological issues. • An action plan that prioritises and provides indicative cost of works involved with management recommendations. 	<p>The LPS acknowledges that this provides a staged approach for improvements to recreation and environmental management of the foreshore environment.</p>

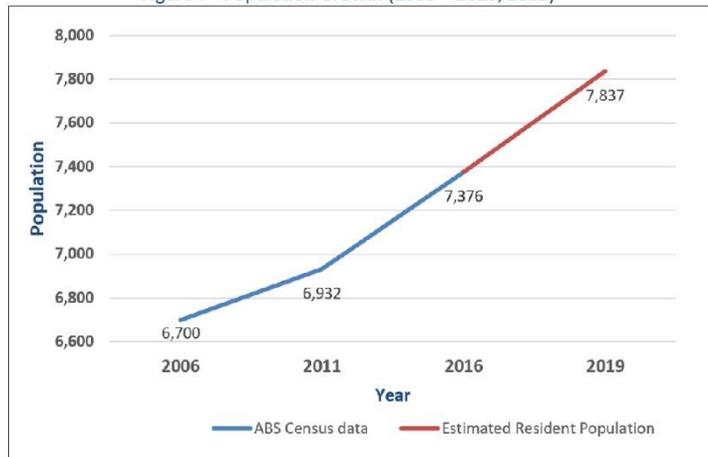
4 Local Government Profile

4.1 Demographic Profile

4.1.1 Current Population and Growth

The Australian Bureau of Statistics (ABS) estimates the resident population for the Town in 2019 to be 7,837. The 2016 *Census of Population and Housing* recorded 7,376 residents within the Town local government area. This represents an increase of 676 persons (or 10.08 per cent) over the ten year period since the 2006 Census, when the resident population was 6,700. Growth rates almost doubled over the past two census periods from 3.46% (between 2006 and 2011) and 6.4% (between 2011 and 2016) (refer to Figure 7).

Figure 7 - Population Growth (2006 – 2016, 2019)

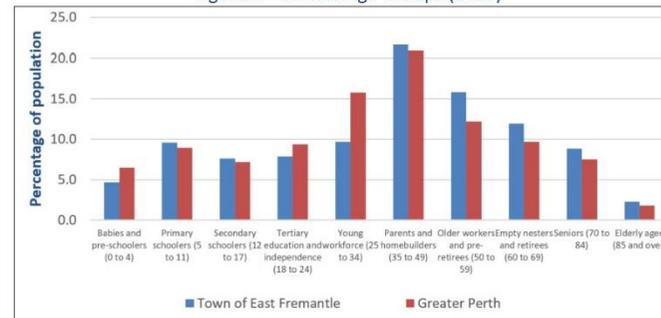


Source: Australian Bureau of Statistics (2006, 2011, 2016) and .id the population experts (2019)

Age Structure

The median age of persons in the Town at the time of the 2016 Census was 43 years, which is high compared to Greater Perth where the median age was 36 years. The dominant age structure was between 45-49 years, accounting for 8.3 per cent of the population. As shown in Figure 8, the Town had a lower proportion of pre-schoolers and a higher proportion of persons at post retirement age than Greater Perth in 2016.

Figure 8 – Service Age Groups (2016)



Source: Australian Bureau of Statistics, *Census of Population and Housing*, 2011 and 2016. Compiled by .id, the population experts. (Usual residence data)

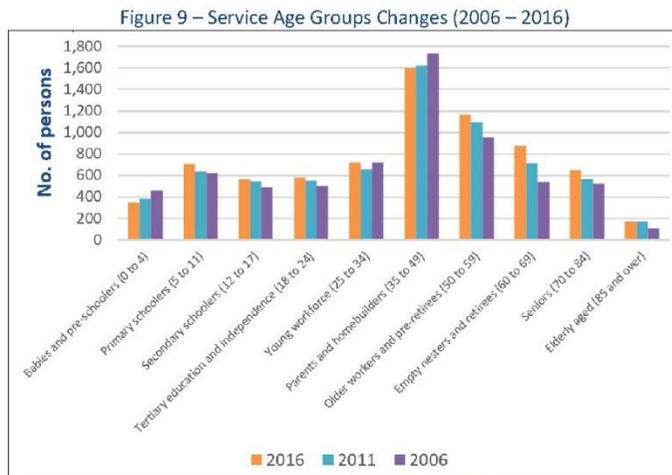
In addition, other major differences between the age structure of the Town and Greater Perth were:

- A larger percentage of 'Older workers & pre-retirees' (15.8 per cent compared to 12.2 per cent).
- A larger percentage of 'Empty nesters and retirees' (11.9 per cent compared to 9.7 per cent).

- A smaller percentage of 'Young workforce' (9.7 per cent compared to 15.8 per cent).
- A smaller percentage of 'Babies and pre-schoolers' (4.7 per cent compared to 6.5 per cent).

As shown in Figure 9, the most significant changes in the age structure in the Town between 2006 and 2016 Population and Housing Census periods were in the following service age groups:

- Empty nesters and retirees (60 to 69) increased (+341 people).
- Older workers and pre-retirees (50 to 59) increased (+213 people).
- Seniors (70 to 84) increased (+128 people).
- Primary schoolers (5 to 11) increased (+85 people).

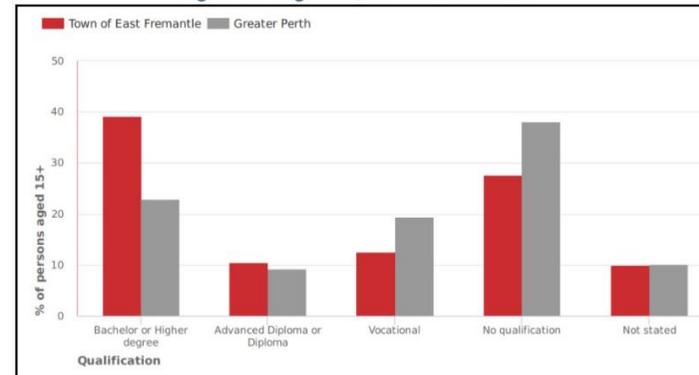


Source: Australian Bureau of Statistics, [Census of Population and Housing 2006, 2011 and 2016](#). Compiled by [.id](#), the population experts. (Usual residence data)

Education

The residents of the Town are relatively highly educated, which appears to be a continuing trend. A high proportion of residents over the age of fifteen years have achieved a qualification level of bachelor or higher degree (39.2 per cent compared to 22.9 per cent for greater Perth). Less than 28 per cent of residents have no qualifications compared to approximately 38 per cent for Greater Perth (refer to Figure 10).

Figure 10 - Highest Qualification Achieved



Source: Highest Qualification Achieved, 2016, prepared by [.id](#) the population experts, Dec 2017

Income

This level of qualification is reflected in the income levels of residents. Some 25.1 per cent of the population earned an income of \$1,750 or more per week in 2016 and 37 per cent of households earned an income of \$2,500 or more per week. Median weekly personal income for people aged 15 years and over in East Fremantle was \$938, this being more than \$200 higher than the median weekly personal income for Greater Perth. Family and household incomes also follow suit (refer to Figure 11 over page).

Figure 11 – Median Weekly Incomes

Median weekly incomes People aged 15 years and over	East Fremantle \$	Greater Perth \$
Personal	938	728
Family	2,780	1,955
Household	2,051	1,643

Source: Australian Bureau of Statistics, 2016 Census

4.1.2 Dwelling Type

There were approximately 3,300 private dwellings within the Town at the time of the 2016 census. Single separate dwellings represented a major proportion of the housing stock (62 per cent) however, this was significantly less than Greater Perth where separate dwellings amounted to more than 74 per cent of total dwellings.

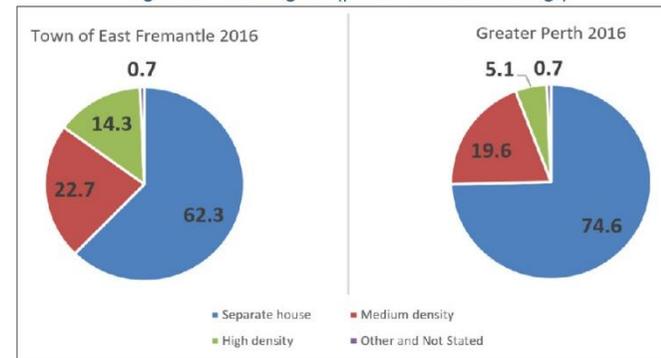
There was also a marked difference in the proportion of high density dwellings in the Town at 14 per cent compared to 5 per cent for the Greater Perth area. Medium density housing notably also makes up a little less than a quarter of the Town’s housing stock (refer to Figure 12)

The total number of dwellings in the Town increased by 192 between 2011 and 2016 (refer to Figure 13). The mix of dwelling types within the

Town has changed over the ten years between the 2006 and 2016 census periods most distinctly in relation to:

- An increase of high density dwellings (+203 dwellings);
- A decline, then resurgence of medium density dwellings; and
- A slowing of growth in separate houses (+46 dwellings).

Figure 12 – Housing Mix (per cent of total dwellings)



Source: Based on Australian Bureau of Statistics, Census of Population and Housing 2016.

Figure 13 – Dwelling Type

Town of East Fremantle - Dwellings (Enumerated)	2016			2011			2006			Change 2006 to 2016
	No.	%	Greater Perth %	No.	%	Greater Perth %	No.	%	Greater Perth %	
Separate house	2,040	62.3	74.6	2,092	67.8	76.7	1,994	66.7	77.4	+46
Medium density	745	22.7	19.6	653	21.2	17.9	704	23.5	17.8	+41
High density	469	14.3	5.1	330	10.7	4.8	266	8.9	4.1	+203
Other and Not Stated	23	0.7	0.7	9	0.3	0.6	26	0.8	0.7	-3
Total Private Dwellings	3,277	100	100	3,084	100	100	2,990	100	100	+287

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id, the population experts.

According to .id the population experts, there were 108 people estimated to be living in non-private dwellings in the Town in 2016 and this number is expected to increase to 155 persons in 2026 and to 170 persons in 2036 (refer to Figure 14). Between 2016 and 2036, a gain of 62 persons in non-private dwellings is forecast. This is due to an increase of persons in non-private dwellings aged 75 years and over, which is predominantly aged care.

Figure 14 – Persons in non-private dwelling

Town of East Fremantle	Year		Change between 2016 and 2036		
	2016	2036	Total change	Aged 18 to 24 years	Aged 75+ years
	108	170	+62	0	+62

Source: Population and household forecasts, 2016 to 2036, prepared by .id the population experts, December 2017.

4.1.3 Housing Tenure

Analysis of the housing tenure of the population of the Town in 2016 compared to Greater Perth shows that there was a larger proportion of households who owned their dwelling (36.9 per cent compared to 26.7 per cent); a smaller proportion purchasing their dwelling (35.1 per cent compared to 39.7 per cent); and a smaller proportion who were renters (21.3 per cent compared to 25.5 per cent). Refer to Figure 15.

Figure 15 - Housing Tenure

Town of East Fremantle - Households (Enumerated)	2016			2011			Change 2011 to 2016	2006			Change 2006 to 2016
	No.	%	Greater Perth %	No.	%	Greater Perth %		No.	%	Greater Perth %	
Fully owned	1,058	36.9	26.7	986	35.8	28.1	+72	960	35.4	29.8	+98
Mortgage	1,006	35.1	39.7	936	34.0	38.0	+70	906	33.4	37.3	+100
Renting - Total	610	21.3	25.5	655	23.8	26.7	-45	627	23.1	24.7	-17
Renting - Social housing	58	2.0	3.1	69	2.5	3.6	-11	55	2.0	3.7	+3
Renting - Private	540	18.8	22.0	566	20.6	22.6	-26	556	20.5	20.4	-16
Renting - Not stated	12	0.4	0.4	20	0.7	0.5	-8	16	0.6	0.6	-4
Other tenure type	9	0.3	1.0	4	0.1	1.1	+5	15	0.6	1.0	-6
Not stated	186	6.5	7.1	170	6.2	6.1	+16	201	7.4	7.2	-15
Total households	2,869	100.0	100.0	2,751	100.0	100.0	+118	2,709	100.0	100.0	+160

Source: Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id, the population experts

4.1.4 Housing Affordability

Mortgage stress is commonly defined to be when monthly mortgage repayments are 30 per cent or more of the monthly household income. The 2016 Census reported that 8.1 per cent of households in the Town had mortgage repayments equating to at least 30 per cent of the household income, slightly less than 8.6 per cent for Greater Perth. The median monthly mortgage repayments for the Town however, were also higher at \$2,500 compared to Greater Perth at \$2,000. (refer to Figure 16)

range of Census characteristics, providing a general view of relative disadvantage in one area compared to others. A higher score means lower level of disadvantage. The SEIFA score for the Town in 2016 was 1,119 (97 percentile). Compared to the score for Greater Perth of 1,029 (71 percentile) the Town (similar to other central metropolitan local governments) is clearly a relatively more advantaged locality and this is reflected in the housing tenure, rental and mortgage repayments.

Figure 16 – Mortgage and rental payments

		East Fremantle	%	Greater Perth	%
Mortgage monthly repayments	Median mortgage repayments	\$2,500		\$2,000	
	Households where mortgage repayments are less than 30% of household income		91.9		90.7
	Households with mortgage repayments greater than or equal to 30% of household income		8.1		9.3
Rent weekly repayments	Median rent	\$400		\$360	
	Households where rent payments are less than 30% of household income		92.8		90.1
	Households with rent payments greater than or equal to 30% of household income		7.2		9.9

Source: Australian Bureau of Statistics, Census of Population and Housing 2016

Similarly, in 2016 the Town experienced a higher median weekly rental of \$400 compared to \$360 for Greater Perth. Even with higher rentals, the census reported that only 7.2 per cent of households' rent repayments equated to 30 per cent of the household income or more, compared to 9.9 per cent for Greater Perth.

The Socio-economic Index of Advantage and Disadvantage (SEIFA) measures the relative level of socio-economic disadvantage based on a

4.2 Population Forecast

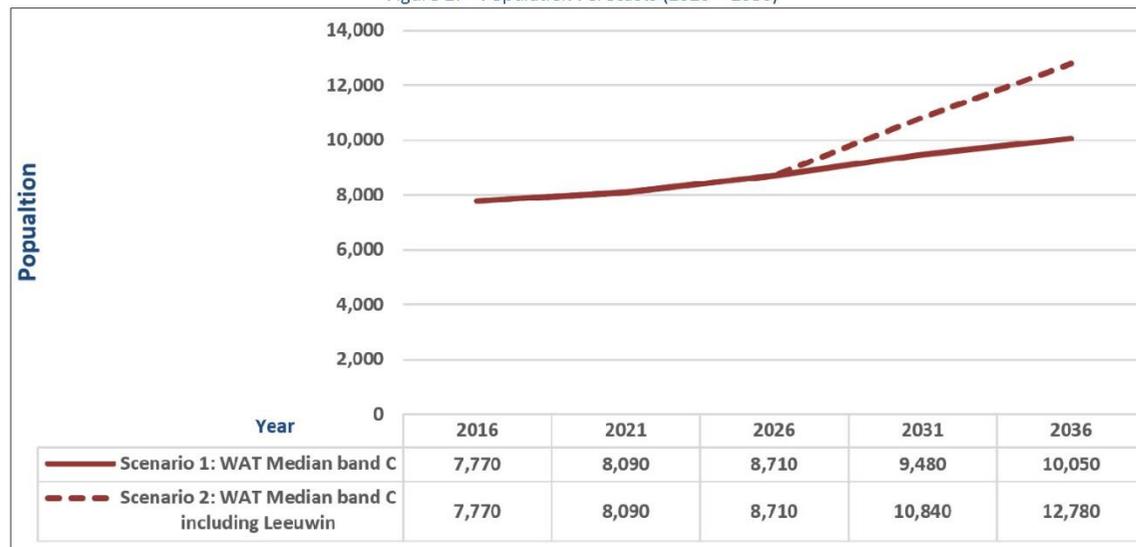
Two population forecast scenarios are considered under this LPS and are shown in Figure 17.

The scenarios are based on the DPLH’s Western Australia Tomorrow (WAT), Population Report No. 11 Medium Term Population Forecasts for Western Australia 2016 to 2031 (WAPC, 2019) which contains the latest medium term population forecasts by age and sex, for WA and its regions. They represent the official State Government forecasts to 2031 based on historical trends and fertility, mortality and migration.

Working from a base population of 7,770 at the time of the 2016 census, the WAT forecast shows a population of between 8,115 and 10,800 (under five different growth scenarios) within the Town of East Fremantle by 2031 (WAPC, 2019). The Town uses the median growth scenario Band C for future forecast purposes. As 2031 does not correlate to the 15 year timeframe of the LPS, the population forecast has been extrapolated to extend to 2036, based on the average annual growth rate for the WAT forecast period for Band C.

It is noted that this forecasting does not consider the Corona Virus 19 impacts which may affect population growth (especially in regard to interstate and overseas migration), at least in the short to medium term.

Figure 17 - Population Forecasts (2016 – 2036)



Scenario 1
 Scenario 1 uses the median growth scenario Band C for future forecast purposes. For the Town of East Fremantle this equates to an anticipated total population of 9,480 by 2031 and is extrapolated to indicate a population of 10,050 by 2036 under this scenario.

Scenario 2
 Scenario 2 is based on Scenario 1 however, includes the additional population expected should the Leeuwin site be redeveloped.

With regard to the Leeuwin redevelopment scenario, the following assumptions were made:

- The redevelopment site will ultimately accommodate 1,440 dwellings (from the Vision Plan);
- An estimated occupancy rate of 2.477 persons per dwelling;
- Due to required approvals (MRS and local planning scheme amendments, precinct structure planning, subdivision, development) initial dwelling construction is highly unlikely to be completed until the year 2028; and
- Initial dwelling development take up rate is expected to be 25 per cent, then 15 per cent dwelling growth per annum thereafter until capacity is reached.

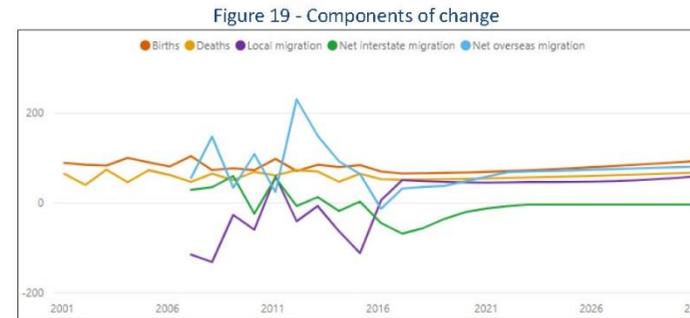
Scenario 2 is similar to Scenario 1 for the year 2026, however population is then expected to reach 10,840 by 2031 and 12,780 by 2036.

Figure 18 - Forecast population change

Town of East Fremantle	Forecast year				
	2016	2021	2026	2031	2036
Scenario 1					
Population	7,770	8,090	8,710	9,480	10,050
Change in Population (5 years)		320	620	770	570
Average annual change		0.8%	1.5%	1.8%	1.2%
Scenario 2					
Population	7,770	8,090	8,710	10,840	12,780
Change in Population (5 yrs)		320	620	2,130	1,940
Average annual change		0.8%	1.5%	4.8%	3.6%

As depicted in Figure 18, Population growth under Scenario 1 is expected to occur at a relatively modest rate (considerably lower than the growth rate for WA) to 2031 then start to slow down and even out. This will differ should the Leeuwin redevelopment occur under Scenario 2, with growth occurring at a much higher rate continuing to the late 2030s before then slowing and evening out. Expected dwellings will be similar for both scenarios until the late 2020s and early 2030s before needs will vary quite significantly.

Figure 19 shows the forecast components of change under Scenario 1.

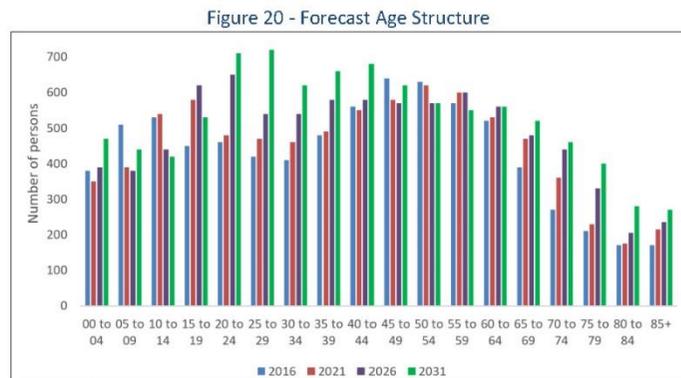


Source: WAT

Previous years have experienced some minor fluctuations in births and deaths however, by comparison there have been some very irregular levels of migration (local, interstate and overseas) prior to 2016. By 2021, the WAT forecasts suggest that trends will steady and result in some slight increases in births, deaths and migration. Births will outnumber deaths and local and overseas migration is expected to significantly outnumber the small interstate population loss. These trends are likely to continue into the 2030s.

Net migration driven by additional dwellings is a major component of forecast population growth. Scenario 2 is likely to result in a higher upward trend in migration from the late 2020s and early 2030s onwards to the late 2030s, as a result of the Leeuwin site redevelopment.

Figure 20 shows the WAT forecast changes in age structure for the Town between 2016 and 2031.



Source: Western Australia Tomorrow (WAT), Population Report No. 11 Medium Term Population Forecasts for Western Australia 2016 to 2031 (WAPC, 2019)

In the short term it is assumed that the traditional pattern of net migration will continue, with the Town attracting established families into existing housing stock.

In the medium to long term, it is expected that an increase in higher density housing within centres and, potentially the redevelopment of the Leeuwin site, will result with an increase in young adults attracted into the area, forming a natural extension of the established rental market in wider Fremantle. Young families will also remain prevalent.

There is expected to be a minor loss of empty nesters and retirees (60-74 years), most likely triggered by downsizing once adult children leave home and a small gain in older adults (75+ years).

Residents in the Town generally are well educated, earn good incomes and are able to afford their own homes.

<i>Local Planning Strategy Implications and Responses</i>
<p>Population growth rates have increased over the past two census periods however, this has had limited overall impact on demand for infrastructure and services. This is because the base population of the Town is relatively small in the first instance.</p> <p>General growth trends indicate continuation of a relatively older population. Couples without dependents and lone person households are expected to further increase as the population ages. Notwithstanding this, young and established family representation still dominates in the Town.</p> <p>Housing needs for these varied households will differ and the Town will continue to support the provision of diverse housing options including accommodation for the aged and higher density living in appropriate locations close to services and public transport. As well as providing for families with dependents, low density family homes are significant and important features of the Town as they may also accommodate ancillary dwellings to house more than one household of varying size and structure.</p> <p>Growth rates would increase, should the Leeuwin Barracks site be developed in the future for residential purposes. This development alone could result in the Town's population significantly increasing over the next 15 year period generating demand for additional community, commercial and other infrastructure provision which must be planned for.</p>

4.3 Dwelling Yield Analysis

4.3.1 Current dwellings

There were 3,280 dwellings within the Town at the time of the 2016 census. The Town’s building records indicate that a further net count of 30 dwellings from then to December 2020. This takes the estimated total of current dwellings within the Town to approximately 3,310 for 2021.

4.3.2 Forecast dwelling needs

Figure 21 assumes a supply of 3,310 dwellings at 2021 and shows the number of additional dwellings required within 5 year timeframes to meet the population forecasts for the Town based on an average household size of 2.477 persons per dwelling. Average household size at the time of the 2016 census was 2.5 persons per dwelling and trends indicate that this will fall slightly over the next 15 year period.

Figure 21 - Forecast population change and dwellings

Town of East Fremantle	Forecast year					
	2011	2016	2021	2026	2031	2036
Scenario 1						
Population		7,770	8,090	8,710	9,480	10,050
Additional dwellings required			0 (44 surplus)	206	311	230
Cumulative additional			0	206	517	747
Total dwellings required			3,266	3,516	3,827	4,057
Scenario 2						
Population		7,770	8,090	8,710	10,840	12,780
Additional dwellings required			0 (44 surplus)	206	860	783
Cumulative additional			0	206	1,066	1,849
Total dwellings required			3,266	3,516	4,376	5,159

Note: Based on 3,310 existing dwellings in 2021.

Under Scenario 1, approximately 750 additional dwellings will be required between 2021 and 2036 and under Scenario 2, approximately 1,850 additional dwellings will be required between 2021 and 2036.

Figure 22 shows, as a comparison, the Perth and Peel @ 3.5 million dwelling targets over a similar timeframe. The target for 2021 has been adjusted based on the actual dwellings existing at that time, giving an overall target of 390 additional dwellings by 2036. It is noted that the forecast dwelling requirements differ to the dwelling targets, even for Scenario 1. It appears that the population growth rates used for Perth and Peel @ 3.5 million differ to those in WAT Band C. It is important to note that the population forecasts are estimated projections based on given scenarios that may or may not eventuate.

Figure 22 – Perth & Peel @ 3.5 million Dwelling Targets

Town of East Fremantle	2011	2016	2021	2026	2031	2036	2050
Population	7,440	8,006	8,290	8,480	8,670	8,860	9,390
Additional dwelling target		240	120	80	80	90	890
Cumulative additional		240	360	440	520	610	
<i>*Adjusted cumulative based on existing dwellings 2021</i>			140*	220*	300*	390*	
Total dwellings	3,090	3,330	3,450	3,530	3,610	3,702	3,980

4.3.3 Current capacity for additional dwellings

The Town of East Fremantle Housing Capacity Study (2018) was undertaken to gain an understanding of the Town’s capacity to accommodate additional dwellings in a scenario of ‘business as usual’, in relation to current statutory planning controls. Development potential in terms of additional dwelling numbers, likelihood of development and timing was estimated as part of the study.

Under current planning controls, the Town has theoretical capacity for additional dwellings at a number of locations however, a number of factors influence the actual likelihood of development, either as an opportunity or as a challenge or limitation. Some of the opportunities and challenges recognised in the Housing Capacity Study affecting development potential and influence decision to develop land are listed opposite.

Under current planning conditions, the Housing Capacity Study estimated an ultimate potential for 220 additional dwellings within the existing Residential zone. The study however, identified that fewer than 20 per cent of these were likely to be developed within the short term (within 5 years) on the basis of no major constraints to prevent development from occurring. It was further estimated that another 20 per cent have the potential to be developed in the medium term (5-10 years) with the remainder not being developed until the long term (more than 10 years) or perhaps not at all based on constraining factors.

Dwellings may also be developed within the Mixed Use, Special Business, Special Zone – Royal George Hotel and Town Centre zones within the Town. Potential for additional residential dwellings in these areas are more difficult to estimate and no figures were calculated as part of the Housing Capacity Study.

Assumptions
<ul style="list-style-type: none"> • Large site area; • Vacant property; • Underdeveloped in terms of dwelling density potential; • Single party ownership of site and/or multiple adjoining sites; and • Ageing and less than reasonable condition of existing development.
Opportunities and Challenges
<ul style="list-style-type: none"> • Heritage Listings (most notably Local Planning Scheme No. 3 Heritage List) whereby conservation and retention is highly encouraged, applicable to most zones throughout the Town; • Local Planning Scheme No. 3 requirements to allow development at the higher density for dual coded Residential zoned properties along Canning Highway that relate to maintaining heritage buildings and no access being permitted from Canning Highway; • Access restrictions to Canning Highway applicable to all zones abutting the highway; • Land required for Canning Highway reservation under the MRS affects the majority of properties along Canning Highway, applicable to all zones abutting the highway; • For part of the Town, the Fremantle Ports Inner Harbour Buffer (Buffers Areas 2 and 3) has potential to influence the number of dwellings proposed within a development concept and also imposes additional development standards to protect the amenity of new residents, which may affect building costs and affordability; • Multiple individual private landholdings particularly when the reconfiguration of individual property boundaries is required to allow access, and/or when a site comprises of a multitude of owners within a strata title development; • Community attitude towards maintaining and protecting the unique heritage character of the Town; • Housing investment is high reflecting the value of properties of a sizeable nature, general amenity (due to proximity to services and facilities) and pleasant views. There are no outstanding areas of blight and age and condition of existing development is generally good. • Much of the existing housing stock in its current form is in high demand.

More recent analysis however, was undertaken to quantify current additional dwelling capacity in all zones. While there is potential for approximately 550 additional dwellings over all of the zones, the Town has considered local factors and has adjusted this figure to 445 additional dwellings accordingly. A summary of additional dwellings by existing zones and density is shown in Figure 23 together with notes that support the adjustments made.

Figure 23 - Current Additional Dwelling Capacity

Zone	Density	Additional Dwellings	Assumptions and Comments (Land required for PRR - Canning Hwy has been considered for all zones)
Residential	R12.5	33	Does not consider heritage listings in all areas.
	R15	15	Does not consider heritage listings in all areas.
	R17.5	23	Does not consider heritage listings in all areas.
	R20	12	Does not consider heritage listings in all areas.
	R30	78	28 of these dwellings located on Leeuwin Barracks site relying on Department of Defence vacating. Remaining 50 would require major redevelopment of existing sites for little gain on a site-by-site basis.
	R12.5/40	77	Considers heritage listings however, relies on redevelopment/change of land use (aged persons) and coordination of landowners for access.
	R20/40	33	Includes 23 for East Street/Canning Hwy South. Considers heritage listings however, relies on coordination of landowners for access.
	R40	11	Would require major redevelopment of existing sites for little gain on a site by site basis. Relatively recently developed.
	R80	4	Would require major redevelopment of existing sites for little gain on a site by site basis.
Residential Total		Sub Total 286	Reduce accordingly
		Adjusted Total 200	

Zone	Density	Additional Dwellings	Assumptions and Comments (Land required for PRR - Canning Hwy has been considered for all zones)
Special Business	R40	22	Considers heritage listings.
Town Centre	R80	95	Considers heritage listings and assumes R80 density.
Mixed Use Canning Hwy	R40 & Scheme provisions	92	Considers heritage listings. Includes Roofing 2000 concept proposal.
Mixed Use George Street	R40	30	Does not consider Category C heritage building sites or George Street Heritage Area Policy.
Special Zone - Royal George Hotel	Scheme provisions	25	Includes Royal George Hotel concept proposal.
Non-Residential Total		Sub Total 264	Reduce accordingly
		Adjusted Total 245	
ALL ZONES TOTAL		Sub Total 550	Reduce accordingly
		Adjusted Grand Total 445	

4.3.4 Indicative timing of future dwelling needs

In addition to development of existing latent capacity, change to the local planning framework is required to support sufficient dwelling numbers and their delivery over the short, medium and long term.

Additional dwelling supply can continue to be facilitated under existing planning conditions to some extent. Since the Housing Capacity Study was carried out, two amendments to Local Planning Scheme No. 3 have been approved. As a result, two separate projects have well-progressed with development applications expected to be submitted in 2021 to accommodate approximately 115 additional dwellings in the non-residential zones, as follows:

- Roofing 2000 site: Mixed use development 91-93 Canning Highway (Cnr Sewell Street and St Peters Road) - Potential for approximately 90 additional dwellings as part of a mixed used development. The Mixed Use zoned properties are under single party ownership.
- Royal George Hotel site: Mixed Use Development 34 Duke Streets (Cnr George Street) - Potential for approximately 20-25 additional dwellings as part of a mixed use development. The site was sold by the State Government to a private developer and is subject to a Heritage Agreement and the hotel building is to be refurbished accordingly.

Further to these developments, small scale incremental development is expected to continue for the remainder of the properties in areas that have current additional capacity potential, together with potential for ancillary accommodation. Likely timing for progressive development under current planning conditions for these areas is conservatively estimated at an ongoing take-up rate of 15 per cent (3 per cent per annum).

Figure 24 provides an indication of the potential deficit of dwellings at various points in time and the degree of change required within the local planning framework to accommodate the shortfall. It is estimated that 310

of the 445 additional dwellings possible under current planning controls will be delivered by 2036. Based on this, the difference between dwelling demand and dwelling supply over the fifteen year timeframe is identified. The dwelling targets provided by Perth and Peel @ 3.5 million are also included for reference.

Figure 24 - Indicative timing of current latent dwelling supply and potential dwelling deficits

Forecast year		2021 - 2026	2026 - 2031	2031 - 2036	Total
Current and delivery	capacity expected	180	65	65	310
		<ul style="list-style-type: none"> • Development site Roofing 2000 (90) • Development site Royal George Hotel (25) • Progressive latent take up remainder at 15% (65) 	<ul style="list-style-type: none"> • Progressive latent take up remainder at 15% (65) 	<ul style="list-style-type: none"> • Progressive latent take up remainder at 15% (65) 	
Forecast dwellings required	S1	206	311	230	747
	Deficit	26	246	165	437
	S2	206	860	783	1,849
	Deficit	26	795	718	1,539
P&P Targets	Dwgs	220	80	90	390
	Deficit	40	15	25	80

<i>Local Planning Strategy Implications and Responses</i>
<p>Only modest dwelling growth (in addition to what is already likely under the existing local planning framework) is required over the short (40), medium (15) and long (25) term to meet the Perth and Peel dwelling targets by 2036. Generally insignificant changes to the current local planning scheme would be required to meet these targets following 2026.</p>
<p>It is estimated that under Scenario 1 and 2, additional dwelling development is required in the short term (by 2026) for 26 dwellings. Some opportunity sites will need to be identified immediately to accommodate short term growth in order to meet the Perth and Peel dwelling targets and Scenarios 1 and 2.</p>
<p>For Scenario 1 in the medium term (2026–2031) a further 246 dwellings will be required. It is necessary to identify areas for intensification of residential density to accommodate these dwellings allowing for a sufficient lead time for approvals and development to occur.</p>
<p>Scenario 2 in the medium term requires the same action as Scenario 1 to facilitate additional dwellings, plus provision for additional dwellings for the initial development of the Leeuwin Barracks site. Scenario 2 relies on the sale of the Leeuwin Barracks site and this being rezoned, fully planned, serviced and construction ready by 2026/27. In this instance, the same number of dwellings would be required as for Scenario 1 plus the additional dwellings provided as part of the Leeuwin site redevelopment, amounting to a total of 795.</p>
<p>Under Scenario 1 in the long term (2031-2036) dwelling demand is expected to slow and what has been set up and commenced in the medium term should continue to progress to provide for a further 165 dwellings.</p>
<p>For Scenario 2, in addition to the 165 dwellings throughout the rest of the Town, development of the Leeuwin Barracks site will need to maintain continued growth to provide for a total of 718 dwellings all together.</p>

5 Community, Urban Growth and Settlement

The LPS will work toward achieving provision of a suitably zoned and serviced land for housing, open space and community facilities to meet the needs of its existing and future population.

5.1 Housing

5.1.1 Current Spatial Density Framework

Figure 25 (over page) shows the extent of the Residential zone (generally indicating low and medium/high density coded areas) within the seven precincts identified in LPP 3.1.1 – Residential Design Guidelines, including: Preston Point (Parks and Recreation Reserve), Riverside, Richmond Hill, Richmond, Plympton, Raceway and Woodside.

Within the Town, residential dwellings may also be developed within a number of Non-Residential zones. Local Planning Scheme No. 3 allows for R40 density in all the commercial zones (i.e. Mixed Use, Special Business and Town Centre Zones) and greater than R40 in the Town Centre Zone under certain circumstances. Figure 26 (over page) shows the extent of the Non-Residential zoned land where residential development may be allowed (applicable density codes shown). It is noted Local Planning Scheme No. 3 also allows for residential density to potentially exceed R40 for the Special Zone – Royal George Hotel and the Roofing 2000 site in the Mixed Use Zone as they are not bound to a density code.

The existing local planning framework generally reflects the consolidation principles of the Central Sub-regional Planning Framework with higher densities supported at activity centres and along the urban corridors (although to a lesser degree along Marmion Street). However, higher residential development has not yet occurred to a major extent in some of these areas.

For the land within the Residential zone with split codes of R12.5/40 and R20/40 along Canning Highway this may be explained by the high number of constraints apparent which include fragmentation of land ownership, high numbers of heritage listings; MRS Primary Regional Reserve encroachment and access restrictions; and the general nature, newer age and good condition of existing investments on those properties. In addition, Local Planning Scheme No.3 requires a coordinated approach for development at the higher density code such that access is provided from a side street (not Canning Highway).

All of the higher density coded land (R30 and R40) near the Marmion Street urban corridor within the Raceway Precinct has been developed which reflects urban consolidation principles. For the remaining sections of Marmion Street, the Town has supported existing density arrangements mainly due to the presence of a high number of heritage listed properties and potential access issues.

The Town recognises the need to address increased density along this urban corridor however, this is recommended to occur in balance with heritage objectives for properties between East Street and Stirling Highway (Plympton Precinct) and between Allen Street and Petra Street. Existing non-conforming subdivision patterns between Allen Street and Petra Street may have the potential to be extended however, changes in the Plympton section are not supported and is not a priority at this time.

Figure 25 - Existing Residential Zoned Land

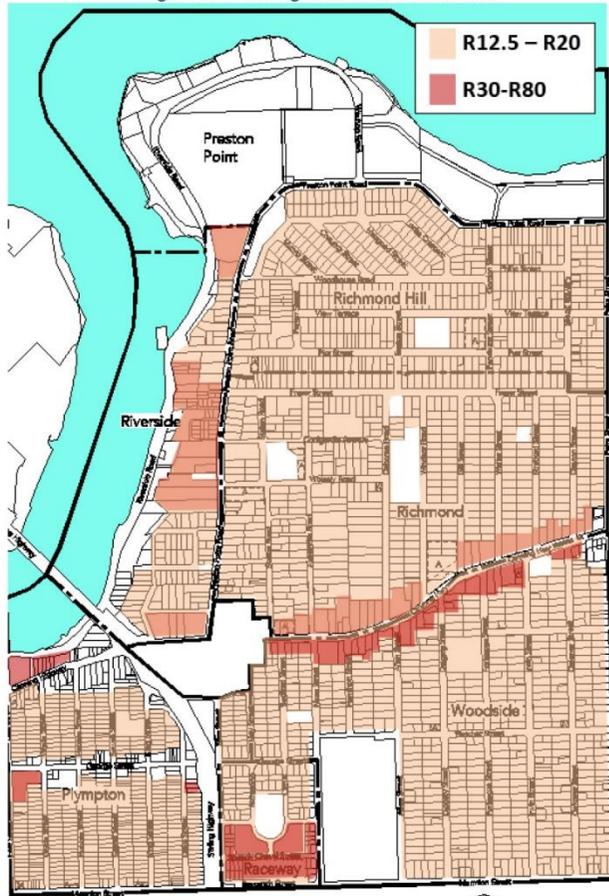
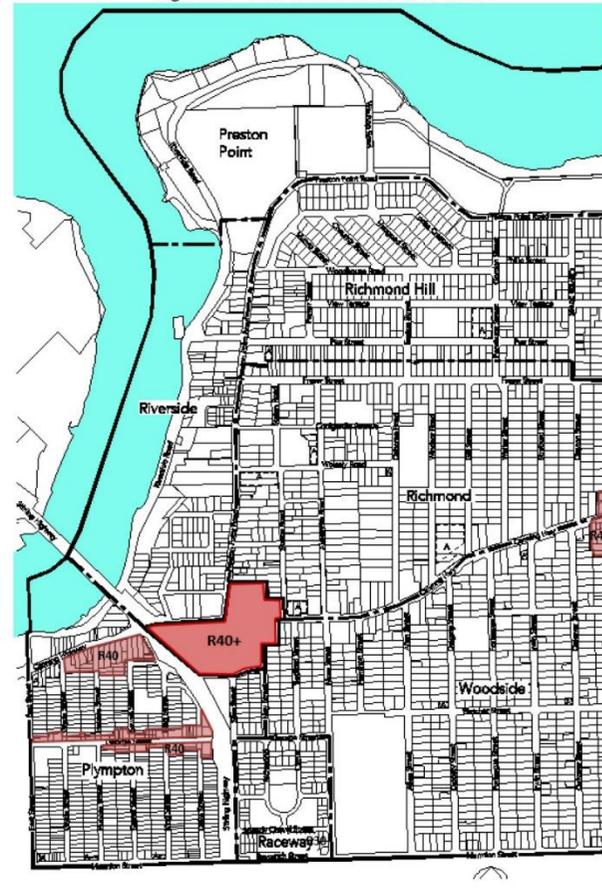


Figure 26 - Non-Residential Zoned Land



Aside from some pockets within the Town Centre, higher density residential land use is not yet markedly established in the non-Residential zones. The Town’s Housing Capacity Study identifies moderate to significant potential for additional residential dwellings as part of mixed use development at a number of commercially zoned properties (without the need to change the current local planning framework), however, this has not yet been taken up to any great extent.

For the activity centres and the mixed use properties along the Canning Highway urban corridor, similar constraints exist in relation to heritage listings; MRS Primary Regional Reserve encroachment and access restrictions. Fragmentation of land ownership and age and condition of existing development are less of an issue. It is recognised that there is a lack of more detailed planning direction for the extent and form of development that could take place.

There is no current commercial strategy to inform commercial floorspace requirements; no specific development guidelines or concept plan for the Petra Street district centre (a Precinct Structure Plan will be required); and aspects of the Town Centre Redevelopment Guidelines (LPP 3.1.3) are now outdated and require review (this also applies to the Canning Highway Mixed Use area).

The Town is somewhat limited in potential for further large-scale residential development. In contrast to larger local governments that are less physically constrained in size with greater land development opportunities, the Town is restricted in land area to 3.2 square kilometres.

Created in 1897, the Town is already well-established with most properties being built out. Due to its age and the conscientious effort of the Town and community over the years to protect heritage and character, approximately 700 properties are listed on the Local Planning Scheme No.

3 Heritage List. These afford a high level of protection and a further 300 or more are also included on the LHS, whereby conservation is encouraged.

It is evident that intensification of development is not likely to occur without further intervention and urban consolidation opportunities have been identified to be included in the LPS.

<i>Local Planning Strategy Implications and Responses</i>
<p><i>Increasing capacity through urban consolidation</i></p> <p>The LPS promotes dwelling growth in addition to that already possible under the current local planning framework to ensure an adequate supply in a timely manner.</p> <p>This LPS targets a number of planning areas as having the potential, or being worthy of investigation, to support the accommodation of future population and residential development within the Town over the next 10-15 years and beyond. The planning areas are within urban consolidation precincts and are based on the Town East Fremantle Housing Capacity Study and guided by the State planning framework, as applied to the local context as presented in this report.</p> <p>Further details of the planning areas are provided in section 9 of Part 2.</p> <p>Planning Areas ‘A’ to ‘I’ all have existing potential for residential development in some capacity. Some areas have already substantially reached their full development potential in terms of current dwelling density, whereas others have not yet taken up the opportunity to develop at the higher density already allocated. This LPS encourages more detailed investigation to potentially support additional dwellings in varying densities and form suitable to each location. Increased opportunities in these areas are likely to require planning intervention measures, including changes to density and development provisions.</p>

Local Planning Strategy Implications and Responses
<p>Planning Area J (Leeuwin Barracks) comprises of an entirely new urban area for which no State or local planning framework is yet in place to accommodate additional dwellings (aside from accommodation associated with the Department of Defence).</p> <p>Should the Leeuwin Barracks site no longer be required for public purposes, the Town supports the future use of this land for residential and mixed use purposes. To guide future planning over the site, the Town and the Department of Defence, oversaw development of a non-statutory Vision Plan (by consultants TPG Placematch) which was endorsed by Council in December 2016. The Department of Defence is progressing planning activities, in consultation with the WA Government and the Town.</p> <p>As the majority of planning for this site is still in the early stages, additional dwellings potentially resulting from this development (approximately 1,440+ apartments) are not expected in the short term. Subject to full planning taking place (including rezoning under the MRS and local planning scheme), development could potentially begin to come online within the next 5-10 years however, full build out is not expected within the lifetime of this LPS. A take up rate of 25 per cent initially by 2028 is estimated, with 15 per cent dwelling growth per annum thereafter. The site is intended to be sold as a single tenure and it is expected to be accompanied by conditions relating to the development in a timely manner to avoid land banking.</p> <p>No new opportunities are identified by this LPS within the balance of the low density suburban areas that are not included in a planning area. It is acknowledged however, that planning areas may be the subject of further minor refinements through the detailed planning stages.</p> <p>Development according to existing density codes will continue, including the possibility of further ancillary dwellings on appropriately sized properties. Furthermore, changes to the R-Codes with the introduction of new provisions for medium density gives potential for bonus density in certain circumstances, which could result in additional dwellings without the need for rezoning.</p>

Local Planning Strategy Implications and Responses
<p>Figure 27 shows the number of estimated additional dwellings expected within each of the planning areas and within the balance of the urban footprint under the direction of this LPS, compared to 'business as usual'.</p>

Figure 27 - Ultimate Potential Additional Dwelling Capacity

Planning Area		Current potential additional dwellings	Indicative Additional Dwellings under LPS	Net Gain LPS versus BAU
Activity Centres				
Petra Street District Centre	A	22	50	28
Town Centre (Neighbourhood Centre)	B	95	150	55
Urban Corridors				
Canning Highway				
Canning Highway (Mixed Use) - West of Town Centre	C	92	120	28
Canning Highway (Residential) - East of Town Centre	D	35	150	115
East Street/Canning Highway South	E	23	30	7
Marmion Street				
Marmion Street (Allen Street to Petra Street)	F	1	30	29
Activity Centres & Urban Corridors Walking Catchments				
Petra Street (Marmion Street to Fraser Street)	G	2	50	48
Osborne/Wolsely/Alexandra vicinity	H	8	50	42
South of Alcester Street	I	5	50	45
Possible Future Urban				
Leeuwin Barracks site	J	0	1,440	1,440
Balance of Existing Urban Footprint	NA	162	162	0
		445	2,282	1,837

Figure 28 – Indicative timing of potential dwelling growth

Urban Consolidation Precincts	Planning Area	2026	2031	2036	Total
Activity Centres					
Petra Street District Centre	A	-	50		50
Town Centre (Neighbourhood Centre)	B	-	75	75	150
Urban Corridors					
Canning Highway					
Canning Highway (Mixed Use) - West of Town Centre	C	90	20	10	120
Canning Highway (Residential) - East of Town Centre	D	-	50	50	100
East Street/Canning Highway South	E	30	-	-	30
Marmion Street					
Marmion Street (Allen Street to Petra Street)	F	15	15	-	30
Activity Centres & Urban Corridors Walking Catchments					
Petra Street (Marmion Street to Fraser Street)	G	15	15	15	45
Osborne/Wolsely/Alexandra vicinity	H	10	10	10	30
South of Alcester Street	I	15	15	15	45
Possible Future Urban					
Leeuwin Barracks site	J		NA	NA	NA
	J	-	550	555	1,105
Balance of Existing Urban Footprint					
	NA	90	65	65	220
TOTAL ADDITIONAL DWGS SCENARIO 1 (Additional Dwellings Required S 1)*		265 (206)	315 (311)	240 (230)	820 (747)
TOTAL ADDITIONAL DWGS SCENARIO 2 (Additional Dwellings Required S 2)*		265 (206)	865 (860)	795 (783)	1,925 (1,849)

*Totals of additional dwellings required to support population forecasts.

Local Planning Strategy Implications and Responses

Expected delivery

The LPS aims to facilitate the delivery of additional dwellings in response to the timing of forecast population growth as outlined in section 4.3.2 of Part 2. Figure 28 (opposite page) shows the indicative timing of potential additional dwelling growth within the planning areas and within the balance of the existing urban footprint. This figures clearly indicates how this LPS can facilitate growth needs in a timely manner. Note that full growth is not expected for all planning areas within the next 15 years.

5.1.2 Diversity

The Town has a good mix of housing with approximately 38 per cent of its housing stock being other than a single family home.

Planning Areas

Developing context and character types for the planning areas as encouraged by State Planning Policy 7.3 Volume 2 Apartments (SPP 7.3 – R-Codes 2) can assist with providing a housing mix relevant to needs.

Additional Uses, Non-Conforming Uses and Non-complying Uses

Additional Uses (CI 4.5), Non-conforming Uses (CI 4.8) and Non-complying Uses (CI 5.3.3) of Local Planning Scheme No. 3 provide an important and significant number of dwelling units that would otherwise not be permitted. The Town of East Fremantle Housing Capacity Study (2018) estimates that approximately 285 medium to high density dwelling units have been provided by non-conforming and non-complying use developments, and potentially 23 dwellings more due to Additional Use rights.

Other Residential Accommodation (aged persons)

A number of Residential zoned properties within the Town provide accommodation other than private dwellings, which perform an essential housing function that needs to be acknowledged. These include:

- Pilgrim Juniper - a 39 place residential facility is situated on the corner of Wolsely and Preston Point Roads. It includes 15 dementia specific care places, as well as 10 x one-bedroom independent living apartments. This is an Additional Use (A13 Hostel and ancillary uses) under Local Planning Scheme No. 3.
- Braemar House - a 58 place residential facility on Windsor Road and includes a 24-room specialist care service called Lee House, which is designed to support individuals with high support needs. This is an Addition Use (A14 Nursing Home) under Local Planning Scheme No. 3.
- Southern Plus - an 86 bed residential facility situated on the corner of Wolsely and Staton Roads (redevelopment of old Kaleeya Hospital site) which opened in 2018.

Furthermore, a current project has progressed with a development application expected to be submitted in 2021 to accommodate an aged care facility at the former Woodside Hospital site on Dalgety Street. The proposal involves potential for approximately 125+ aged-care places for singles and couples in a precinct with specialist palliative, dementia, disability and young disability care services.

Clause 5.1.1 C1.4i of the R-Codes provides a density bonus for aged or dependent persons' dwellings, however, there is no specific aged care use defined and listed within the zoning table of Local Planning Scheme No. 3. The existing aged care facilities in the Town are all located in the Residential Zone and are enabled as either additional uses (CI 4.5 and Schedule 2) or were approved with the discretion of Council as a 'use not listed' (CI 4.4.2).

In December 2020, the DPLH released a Position Statement: Residential Accommodation for Ageing Persons. It outlines the WAPC's requirements to support consideration and provisions of residential aged care in the local government planning framework, ultimately incorporating these into the Regulations as model or deemed provisions.

<i>Local Planning Strategy Implications and Responses</i>
<p><i>Accommodating Diversity</i></p> <p>Indicative context and character types for the planning areas are suggested in this LPS as a basis for further investigation providing housing choice and diversity in response to community needs.</p> <p>Generally maintaining the balance of the residential land that is not located within a planning area as low density is viewed as an opportunity to continue to provide a healthy stock of single family homes. Potential for additional and diverse dwellings remains through further ancillary accommodation on larger low density coded lots, without the need for rezoning or subdivision.</p> <p>This LPS generally supports the intent of the provisions relating to additional uses and non-complying uses being carried over to any new scheme or scheme review and, in some instances, giving consideration to formalising the non-conforming densities where appropriate.</p> <p>The Town supports the WAPC's position to formalise aged care into the local planning scheme and will look to include land use definitions for 'Residential aged care facility' and 'Independent Living Complex' in a new scheme/scheme review. Rather than allowing for these to be permitted 'P' land uses in the Residential and Mixed Use Zones however, investigation is required to ascertain whether a discretionary 'D' or 'A' land use allocation may be more appropriate in the Town's situation.</p> <p>Amenities and land uses associated with and supporting residential aged care facilities and independent living complexes, that are accessible to both residents and the general public would be considered as separate use classes and determined in accordance with the land use classification table under the local planning scheme. New scheme requirements could specify development standards for residential aged care and independent living complexes or require the preparation of a Local Development Plan (LDP).</p>

5.2 Cultural heritage (historic and Aboriginal)

5.2.1 Aboriginal Heritage

The Town acknowledges the Whadjuk Nyoongar people, who are the traditional custodians of the land in the region. The Town also acknowledges other Aboriginal language groups who live in the area.

The Swan River and its immediate environs have spiritual, cultural and environmental significance for contemporary Nyoongars. It is believed to have been created in the Dreamtime by the actions of the Waugal (Rainbow Serpent). DIA Site ID 3536 Swan River is a registered mythological site.

According to the DPLH's Aboriginal Heritage Inquiry System online database, there are no other registered Aboriginal Sites within the Town however, there are sites nearby at Cantonment Hill (Plant, resource, Camp, Named Place - Ceremonial, Mythological) and Rocky Bay (Named Place - Mythological). Other heritage places in close proximity include a site in Fremantle (Camp); South Fremantle (Ceremonial, Mythological); Mosman Park (Water Source - Ceremonial, Mythological, Artefacts/Scatter, Historical, Grinding, Patches/Grooves; and Fremantle Prison (Other: Deaths in Custody Site – Painting, Historical).

The Town is committed to (and has commenced) developing a Reconciliation Action Plan (RAP) within the context of the Town's core business and in-line with the over-arching community strategic plan and corporate business plan.

Through this process Aboriginal heritage and associated issues may also be identified and acknowledged so they can be better incorporated into land use and development decisions where appropriate.

5.2.2 Heritage since settlement

Early European settlement of the area consisted of large farm holdings however, as the colony prospered during the 1890s gold rush the nature of settlement altered dramatically, rapidly changing to a residential area.

The Plympton Precinct today contains many charming worker's cottages which were established largely between 1890 and 1910. The Riverside precinct was established by the merchant elite of Fremantle and is perched high on the cliffs overlooking the Swan River. Gracious homes, some from the gold rush era, are dotted along the escarpment. Further northwards, the Preston Point area was developed in the 1950s with houses typical of the period also enjoying the expansive views over the river. The Woodside and Richmond precincts contain many homes dating from 1900–1940, characterised by fine brick and tile bungalows on generously sized sites with mature garden settings.

The Leeuwin Barracks site within the Town was an important part of defence history. In August 1940, the Leeuwin Barracks site was originally commissioned as HMAS Leeuwin's shore establishment of the Royal Australian Navy. After WWII the naval depot was adopted for use as a training facility initially for reservists and national servicemen, and later as the Junior Recruits Training Establishment from 1960 until 1984. The site was decommissioned from naval service in 1986 and later reopened under the control of the Australian Army as Leeuwin Barracks. The site is a significant landmark within the Town and has commanding views of the Swan River.

5.2.3 Heritage Listings

The Town’s LHS lists more than 1,000 places of cultural significance and assigns various management categories.

All properties listed as Category A and Category B (approximately 700) are also included within the Local Planning Scheme No. 3 Heritage List. Development approval is required for additions and alterations to properties on the Heritage List which also afford a high level of conservation.

Approximately one third of the Residential zoned properties identified in the Town of East Fremantle Housing Capacity Study as having potential for further development are listed on the Heritage List. Conservation and retention is highly encouraged for these listed properties, which must be carefully balanced when considering further development.

A number of properties with dual coding of Residential R12.5/40 and R20/40 are located along both sides of Canning Highway indicating opportunity for further residential density development. Clause 5.3.2 of Local Planning Scheme No. 3, however, only allows for properties with dual coding to be developed at the higher density subject to a number of requirements, including maintenance of a heritage place listed within the Scheme. Whilst the theoretical residential density expectations are high, the practicality of constructing additional dwellings whilst maintaining Heritage Listed dwellings requires further investigation and more robust guidance for acceptable development outcomes.

The number of Heritage Listed properties within the Mixed Use zone is also significant with 50 per cent of the Mixed Use properties along Canning Highway being listed, and 56 per cent of the properties in the Mixed Use zone along George Street being listed.

Heritage Listing has less effect on the Special Business and Town Centre zones in terms of development potential, with the exception of a property on the north-west corner of Canning Highway and Petra Street and a number of properties on the northern side of Canning Highway near Preston Point Road (church and residences).

<p>CATEGORY A (Properties listed on the State Register of Heritage Places) - LPS 3 Heritage List Already recognised at the highest level - the WA State Register of Heritage Places; redevelopment requires consultation with the Heritage Council of Western Australia and the local government authority, and planning approval shall be in accordance with HCWA advice.</p> <p>CATEGORY A (Properties not listed on the State Register of Heritage Places) - LPS 3 Heritage List High heritage significance at a local level and may have potential State Heritage significance; informed consideration should be given to nomination for State Register listing prior to or at the time of consideration for further development, and prior determination of any significant development application for the place.</p> <p>CATEGORY B - LPS 3 Heritage List Considerable heritage significance at a local level; places generally considered worthy of high level of protection, to be retained and appropriately conserved; provide strong encouragement to owners under the Town of East Fremantle Local Planning Scheme to conserve the significance of the place.</p> <p>CATEGORY C Some heritage significance at a local level; places to be ideally retained and conserved; endeavour to conserve the significance of the place through recognised design guidelines;</p> <p>CATEGORY D Limited local significance; May be generally redeveloped within recognised design guidelines; photographically record the place prior to any major redevelopment or demolition.</p> <p>CATEGORY E Historic site with few or no built features. Recognise for example with a commemorative plaque, place name, or reflection in urban or architectural design.</p>

A number of other places of heritage value were also included on the Heritage List as a carryover from the previous Town Planning Scheme No. 2 (Appendix V – Schedule of Places of Heritage Value). These include the George Street Precinct (an area adjoining George Street between East Street and Silas Street and now updated) and four Landscape Protection Areas.

Council recognised that the George Street Precinct required updating and adjustment, particularly in relation to its eastern boundary which did not include the Royal George Hotel or the Brush Factory (an historical legacy due to former land reservation plans for Stirling Highway that are now defunct).

As a result, Council recently resolved to amend the George Street Precinct heritage listing by changing its boundaries and creating a Designated Heritage Area in accordance with the provisions of the Regulations. This included adoption of LPP 3.1.6 – George Street Designated Heritage Area to guide development and protect its established character. The George Street Designated Heritage Area is shown in Figure 29.

Figure 29 – George Street Designated Heritage Area



Work prepared as part of the then Municipal Heritage Review in 2014 identified a number of proposed heritage areas within the Town including George Street, the balance of the Plympton Precinct, the Richmond Precinct and portions of the Woodside, Richmond Hill, Riverside and Town Centre Precincts. The only heritage area that has been designated at this time is the George Street Heritage Area.

The Town is due to review the LHS and intends to consider the further designation of heritage areas in accordance with the provisions of the Regulations.

Although not listed on the Scheme’s Heritage List, a significant number of other properties of cultural significance (Category C in the Local Heritage Survey) also contribute to the unique character of the Town.

This LPS promotes the on-going sustainable protection of all these important buildings and places identified, however, this must be balanced alongside the consideration of density options. The urban consolidation principle relating to heritage aims to ensure the attractive character and heritage values within suburbs are retained and minimise changes to the existing urban fabric, where appropriate.

LPP 3.1.1 – Residential Design Guidelines provides some guidance, however, it does not extend to those properties within zones other than Residential. Additional Heritage Areas (within all zones) and associated policy could be considered together with scheme provisions relating to setbacks, building height, bulk and scale or requirements for LDPs for more sensitive development areas.

Further to the Local Planning Survey and the Local Planning scheme No. 3 Heritage List, the following places are listed on the State Heritage Register:

Heritage Place No.	Place Name	Description
787	East Fremantle Post Office 101 Canning Highway	A finely designed two storey Federation Classical style building constructed in brick and rendered brick with a corrugated iron roof.
788	East Fremantle Town Hall 135 Canning Highway	A two storey building with a fine façade rendered in the Federation Free Classical Style constructed in limestone and rendered brick with a hipped corrugated iron roof.
789	Public Buildings East Fremantle (East Fremantle Post Office, Police Station, Town Hall) 101, 133 & 135 Canning Highway	Also listed separately as Place No. 787, 24909 & 788 respectively. Individually the buildings exhibit pleasing aesthetic qualities and together provide a visual focal point for the Town with a strong aesthetic value representing the civic heart.
792	Woodside Hospital (Moore Family Residence) 18 Dalgety Street	A one hectare site comprising of one and two storey buildings and significant mature trees. <i>Woodside Hospital</i> was originally a two storey Federation Free Classical house constructed in brick and rendered brick.
794	Royal George Hotel 34 Duke Street	A handsomely proportioned two storey, Federation Free Classical style brick and limestone hotel building with corrugated roof sheeting and corner tower/cupola.
799	Ferniehurst (House and Gardens) 15 Parker Street	A single storey Federation Bungalow constructed in limestone, brick and rendered brick with a hipped and gable tiled roof.
802	Aldgate, house, 7 Aldgate Place	A single storey Federation Queen Anne style house constructed in limestone, tuck pointed brick and rendered brick with a hipped and gable corrugated iron roof.
803	Knocknagow, house, 24 Preston Point Road	A single storey rendered masonry construction and Zincalume custom orb roofed residence in the Federation Queen Anne bungalow style with a belvedere and associated single storey former stables.

Heritage Place No.	Place Name	Description
805	Woodlawn, house, 20 Osborne Road	A single storey residence, constructed of stone and iron, in the Federation Queen Anne style, set in a lush garden landscape.
3352	Glanville's Buildings 5A & 5B Riverside Road	A Federation Free Classical style brick residence with rendered details and low-pitched corrugated iron roofs that are concealed by a decorative and flamboyant parapet. The street elevation is arranged to accommodate two shopfronts with their entrance doors and modest windows.
3694	Penshurst, house, 51 View Terrace	A two storey late Victorian residence constructed of limestone masonry with extensive verandahs on the north-east corner and timber skillions at the rear, as well as two palm trees in front of the house.
4645	House, 26 King Street	Federation Bungalow. Single storey cottage constructed in timber framing and weatherboard cladding with a hipped and gable corrugated iron roof.
24909	Former Police Station 133 Canning Highway	A single storey competently executed Federation Bungalow constructed in limestone and brick with a hipped corrugated iron roof.

5.3 Built form and character

In addition to Local Planning Scheme No. 3 provisions, the Town has adopted guidelines as follows to assist in designing development proposals to ensure that the existing, or otherwise desired, character of different parts of the Town is respected and attained:

- LPP 3.1.1 - Residential Design Guidelines
- LPP 3.1.3 - Town Centre Redevelopment Guidelines
- LPP 3.1.6 – George Street Designated Heritage

The Town has also prepared a comprehensive Urban Streetscape and Public Realm Style Guide (2020) to guide future development across the entire Town. The guide establishes an appropriate style for the Town's streetscape and public realm that captures its unique quality and is

influenced by, and responds to, the Town’s culture, heritage, character, ecology and environment.

In addition, LPP 3.1.5 - Community Design Advisory Committee allows the formation of the Community Design Advisory Committee (CDAC) which provides a professional technical advisory role to the Town’s Administration and the Council in relation to the design of buildings and other related matters. Whilst this is beneficial for small scale development assessment, the terms of reference are not as extensive as those for a design review panel as recommended by LPP 7.0. For more complex planning projects, a design review panel of the latter nature is likely to better assist with achieving built form and character outcomes.

Details of these policies and guidelines can be seen at Part 2 Section 2.2 and 3.4.

LPP 3.1.1- Residential Design Guidelines divides the Town into seven different precincts of similar character: Preston Point (Parks and Recreation Reserve and Public Purposes – Commonwealth Government Reserve), Plympton, Raceway, Woodside, Riverside, Richmond and Richmond Hill.

Indicative context and character types for the planning areas within the Town as is encouraged by SPP 7.3 – R-Codes 2, have been suggested in this LPS as a basis or starting point for further community discussion and investigation (refer to section 9 of Part 2). Notwithstanding this, all areas will have requirements for housing choice and diversity in response to community needs.

<i>Local Planning Strategy Implications and Responses</i>
<p>As the Town progresses with its RAP, it will consider including measures to better address Aboriginal heritage and culture in planning processes and decision making where this is identified as appropriate.</p> <p>Review of the LHS will ensure the list of places of significance are up to date and will also inform any need to designate further heritage areas within the Town, for which planning policy will be required. The LHS and Heritage List are important resources in identifying properties worthy of conservation, protection and celebration.</p> <p>LPP 3.1.1 – Residential Design Guidelines will continue to provide guidance for the general residential areas however, this is to be kept current through regular review as the LHS is updated and planning areas are developed.</p> <p>The Town aims to balance the need accommodate development and growth whilst continuing to protect its heritage and character. This is particularly challenging for the planning areas in the vicinity of Canning Highway. Further studies are required to inform how this balance can be achieved</p> <p>LPP 3.1.3 – Town Centre Redevelopment Guidelines require review and are anticipated to be replaced by future planning for the planning areas at the Town Centre and Canning Highway Mixed Use area and surrounds.</p> <p>Additional development guidelines will be required for future changes resulting from future projects and investigations highlighted within this LPS, including those identified areas of similar character and precincts. Any new and revised guidelines will need to respect, protect and enhance the character and amenity of each residential and commercial precinct area. Context and character types for the planning areas within the Town as is encouraged by SPP 7.3 – R-Codes 2, have been suggested in this LPS as a basis or starting point for further community discussion and investigation (refer to section 9 of Part 2).</p>

5.4 Public open space and community facilities

5.4.1 Open Space

Two main areas of regional open space exist within the Town, these being the Swan River Foreshore and the East Fremantle Oval Precinct. These are identified in the Central Sub-regional Planning Framework as part of the ‘Green network’ to support population growth and higher density and are Parks and Recreation Reserves under the MRS.

The Town has adopted/endorsed the following which are currently being progressively implemented to improve provision of the Town’s open space and community facilities:

- Recreation and Community Facilities Strategy (2016) to provide a strategic framework for addressing the current and future recreation and community facilities’ needs;
- East Fremantle Foreshore Master Plan (2016) to provide a strategic vision for protection and enhancement of the foreshore to mitigate erosion impacts which threaten environmental, recreational, aesthetic and cultural values of the foreshore;
- East Fremantle Oval Precinct Revitalisation Vision Plan (2019) and Business Plan (2021); and
- Preston Point Road North Recreation Precinct Master Plan (2020).

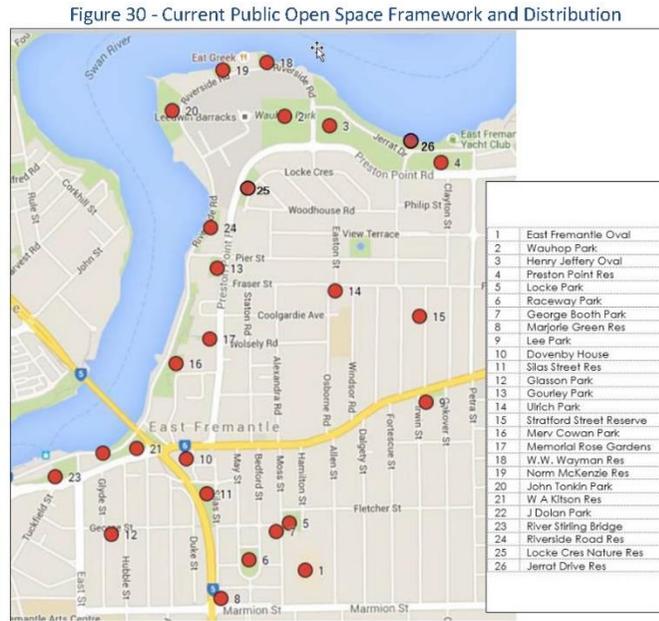
The Town has approximately 22 hectares (ha) of public open space, including approximately 16ha of Parks and Recreation Reserve and 6ha of local open space reserve. This represents slightly less than 7 per cent of the Town’s gross municipal area of approximately 3.2 square kilometres.

Open space function in the Town is broadly classified as approximately 6.8ha recreation, 12ha sport and 3.6ha nature as follows:

	Recreation (Approx 6.8ha)	Sport (Approx. 12ha)	Nature (Approx 3.6ha)
Regional	18.W.Wayman Reserve 3,850m ² 19.Norm McKenzie Park 2,800m ² 20.John Tonkin Park 14,000m ² 22.J. Dolan Park 3,500m ² 23.River Stirling Bridge 3,000m ²	1.East Fremantle Football Oval 29,000 m ²	24.Riverside Road Reserve 3,500m ² 26.Jerrat Road Reserve 20,000m ²
District		2.Wauhop Park (soccer) 19,000m ² 3.Henry Jeffrey Oval (football & cricket) 21,000m ² 4.Preston Point Reserve (cricket & lacrosse) 16,000m ² & East Fremantle Lawn Tennis 23,000m ² 7.East Fremantle Lawn Bowls and Croquet 11,300m ²	
Local / Neighbourhood	5.Locke Park 7,780m ² 6.Raceway Park: 10,332m ² (approx. 1/3 area for drainage) 7.George Booth Park 680m ² 8.Marjorie Green Res. 510m ² 9.Lee Park 3,700m ² 10.Dovenby House 3,000m ² 12.Glasson Park 6,110m ² 13.Gourley Park 6,110m ² 14.Ulrich Park 2,000m ² 15.Stratford St Park 1,027m ² 16.Merv Cowan Park 2,550m ² 17.Memorial Rose Garden 1,200m ² 21.W. H.Kitson Park 2,500m ²		25.Locke Crescent Nature Res 8,954m ² 11.Silas St Reserve 4,000m ²

Source: Town of East Fremantle

Approximately two thirds of the total open space is located north between Canning Highway and the Swan River, with the remaining third being located south between Canning Highway and Marmion Street (Figure 30).



The Department of Local Government, Sport and Cultural Industries suggests that between 16-19.5m² of active/sports recreation use should be provided per resident for metropolitan local government areas. Applied to an approximate population of 8,000, the Town provides a ratio of about 15m² of active open space (sport function) per person, which is slightly under the recommended requirement.

Sports space is provided in basically two areas of the Town at the East Fremantle Oval Precinct and the Preston Point Road North Recreation Precinct.

East Fremantle Oval Precinct

The East Fremantle Oval Precinct (the oval and its immediate surrounds) is the main public open space feature located south of Canning Highway. It is shown in the MRS as Parks and Recreation Reserve – Restricted and is classified as an ‘A’ Class Crown Reserve. This land is vested under a Management Order to the Town with the power to lease, subject to the approval of the Minister for Lands.

Many of the facilities within this precinct are ageing and in need of replacement. The East Fremantle Oval Precinct is progressing towards its revitalisation and the Town has endorsed a Vision/Master Plan (a recommendation of the Recreation and Community Facilities Strategy) and Business Plan (2021).

Future implementation of the Vision Plan is not expected to involve changes to the local planning scheme or require development approval, as the Town will develop the site as public works under the powers of Section 6 of the Planning and Development Act 2015.

Preston Point Road North Recreation Precinct

A number of district sports facilities are located between the riverfront and Preston Point Road including Wauhop Park (football/soccer), Henry Jeffery Oval (Australian Rules Football), Preston Point Reserve (cricket and lacrosse) and the East Fremantle Tennis Club. These together with the Tricolore Community Centre, Camp Waller and East Fremantle Yacht Club form the Preston Point Road North Recreation Precinct (which also incorporates the bushland areas between Jerrat Drive and the River).

This land comprises of 'A' Class Crown Reserves under the Town's management and the Town has entered into lease arrangements East Fremantle Lawn Tennis Club, Tricolore Soccer Club, East Fremantle Junior Football Club and East Fremantle Cricket Club/Lacrosse Club.

The Preston Point Road North Recreation Precinct Master Plan (a recommendation of the Recreation and Community Facilities Strategy) will guide the general development of a diverse range of integrated sporting and active recreation activities and facilities, to meet the current and future needs of the community

Swan River Foreshore

The main recreation open space is along Riverside Road and the foreshore of the Swan River. The portion of Swan River contained within East Fremantle boundaries is heavily used, with a significant level of river traffic for a variety of uses. The foreshore (including Riverside Road) is part of the MRS regional open space and is reserved for Parks and Recreation.

This land generally comprises of a series of 'A' Class Crown Reserves, which afford the greatest degree of protection and requires approval of Parliament to amend its purpose or land area, or to cancel the reservation. Much of this land is vested under a Management Order to the Town. The exception to this is the Fremantle Rowing Club and the Aquarama Marina which are freehold lots.

The Town has the power to lease a number of these reserves subject to the approval of the Minister for Lands. The Town has entered into lease arrangements and memorandums of understanding (MOUs) with various clubs and organisations including the Swan Yacht Club, East Fremantle Yacht Club, First Fremantle Sea Scout Group, First Leeuwin Sea Scout Group, Zephyr Café and Kiosk, East Fremantle Lawn Tennis Club, Tricolore Soccer Club, East Fremantle Junior Football Club and East Fremantle Cricket Club/Lacrosse Club.

A recommendation of the East Fremantle Foreshore Master Plan includes modification of the Riverside Road alignment and width to enable expansion of the foreshore area and to assist with traffic calming. This would also allow for greater connectivity between John Tonkin Park and Norm McKenzie Park and provide opportunity to modify lease areas of the foreshore clubs. There may be an opportunity to investigate relocation of Riverside Road and the provision of additional open space when considering any statutory public open space contribution required in the future redevelopment of the Leeuwin Barracks site. Many of the recommendations from the Foreshore Plan have been undertaken or are scheduled to be undertaken in the near future, providing for improved open space outcomes.

Facilities outside of the Town

Other recreation facilities located within the City of Fremantle (yet close to the boundary of the Town) include Fremantle Oval (Australian Rules Football), Fremantle Park (multiple sports), Fremantle public and private golf courses, Booyeembarra Park (nature park) and Frank Gibson Park (netball) and are likely to be used by East Fremantle residents. Major recreation facilities in both the City of Fremantle and City of Melville are reasonably accessible to East Fremantle residents including swimming pools and leisure centres.

5.4.2 Local/Neighbourhood Open Space

Draft Liveable Neighbourhoods (2015) recommends all dwellings to be located within 300 metres of public open space of some form. Most residents are within 300 metres of at least one level of open space, with the exception of the south east corner of the Town. In this vicinity, residents are located further from all levels of open space and have fewer options in number of open spaces available to them compared, to other areas of the Town. While those properties located on the south east corner of the Town are the most remote from local open space, residents do have access to Gibson Park located nearby in the City of Fremantle.

A number of small local/neighbourhood parks, many with play spaces, are located close to the river and may perform all three local/neighbourhood, district and regional functions. Exceptions to this include Ulrich Park, Stratford Street Reserve, the Memorial Rose Garden and Gourley Park which predominantly function as local recreation space.

In addition to the East Fremantle Oval Precinct, a limited number of local recreation parks exist on the southern side of Canning Highway at Silas Street Reserve, Glasson Park, Raceway Park, Lee Park, Dovenby House, George Booth Park and Marjorie Green Reserve.

The recommended actions of the East Fremantle Foreshore Master Plan (2016) and the Town Recreation and Community Facilities Strategy (2016) include:

- Establish significant multi-age play spaces in major open space precincts.
- Multi-age play spaces to be complemented by pre and primary school age play spaces at local open space areas.
- Establish smaller local trails through major recreation and sports hubs.
- Walking and cycling trails to link all play spaces with surrounding residential areas.
- Adopt a consistent approach to the leasing and maintenance of buildings based on the study's Recreation and Community Principles.
- Master planning the Leeuwin Barracks site to include:
 - a network of trails linking to the foreshore and other open space areas;
 - a network of trails linking to the foreshore and other open space;
 - public and community infrastructure to complement the surrounding landscape and amenities; and
 - ensure that adequate and usable open space is acquired as public open space.

In the process for developing a Vision/Master Plan for the Leeuwin redevelopment and in working with the Department of Defence and State government agency working group with regard to future MRS and local planning scheme amendments, the provision of open space in excess of the usual 10 per cent required has been a common objective. This is in recognition of an aspiration to provide a generous green belt connection to the Swan River foreshore and to supplement private open space that is likely to be minimised due to the intention of future higher density living.

5.4.3 Community Facilities

There are a number of Council-owned community buildings associated with recreation reserves within the Town, some of which are leased to sporting clubs. Community purpose facilities currently do not exist as distinct centres. Instead they comprise of a number of small community buildings located throughout the Town, many located at small open space parks and in varying condition.

The Town's Recreation and Community Facilities Strategy notes that there is a distinct lack of a multipurpose community centre suitable for a range of community, social, art and craft and passive recreation activities. In addition, some of the buildings are in declining condition, with inconsistent leasing and maintenance arrangements. The Town will address this by developing a multipurpose community hub to service the community at the East Fremantle Oval Precinct as part of its redevelopment.

SPP 4.2 – Activity Centres recommends including community facilities/infrastructure within or around activity centres where they can become focal points for community activity to leverage resource sharing. Draft Liveable Neighbourhoods (2015) specifies that community purpose sites provide space for facilities and are:

- Located in activity centres or adjoining POS;
- Generally at least 2,000m² in size;

- Generally provided on the basis of one for each group of three neighbourhoods (1,500–1,800 dwellings); and
- Identified on an approved structure plan and will be required to be transferred free of cost to the local government where included as part of the 10 per cent public open space contribution.

With an expected total of approximately 3,800 dwellings (under scenario 1) and 4,380 dwellings (under scenario 2) by 2031, this would indicate a current need for at least two community purpose sites of around 2,000m² (under scenario 1) and possibly three (under scenario 2) by 2031. The community hub at the redeveloped East Fremantle Oval will partially address this. Any planning from the Leeuwin Barracks redevelopment will need to address appropriate open space and community facility provision.

Permissibility

The Town also provides opportunity through permissibility in the zoning table of the local planning scheme for a number of community related uses to be established on non-public land by private and not-for-profit organisations. This is proposed to continue to occur in any new scheme.

Education facilities

Richmond Primary School is the only primary school located within the Town. The associated pre-primary school known as the Richmond Early Childhood Centre is located at Ulrich Park (No. 72 Osborne Road).

The East Fremantle Primary School is located within the City of Fremantle, adjacent to the Town’s boundary on the corner of Marmion and East Streets. The East Fremantle Pre-primary School however, is located within the Town at Glasson Park (on the corner of George and Hubble Streets).

Secondary education facilities need to be accessed from out of the Town boundaries. The nearest secondary schools are John Curtin College of the Arts and Fremantle College (City of Fremantle) and Melville Senior High

School (City of Melville). Higher education TAFE and university (Notre Dame University) campuses are located nearby in Fremantle, however, most are located elsewhere in the Perth metropolitan area.

<i>Local Planning Strategy Implications and Responses</i>
<p>Aside from the possible redevelopment of the Leeuwin Barracks site, there is limited opportunity for gaining additional open space and community facilities within the Town.</p> <p>The Town therefore, will take an approach of providing high quality and improve outcomes for existing its existing open spaces and facilities guided by its various recreation and foreshore strategies and master plans (including the redevelopment of the East Fremantle Oval Precinct). In some instances, further detailed planning will be required. These strategies and plans will need regular review to ensure they continue to reflect any changing needs of the community.</p> <p>The Town will seek out innovative opportunities for provision of further public space in the private and public realm through the structure plan and development process for private development. It will also continue to and collaborate and negotiate with public authorities to use vacant reserved land for open space where it is not currently being used for its designated purpose.</p> <p>Should the Leeuwin Barracks redevelopment proceed, the Town seeks opportunity through the amendment and precinct structure planning process to ensure provision of public open space beyond the usual 10 per cent requirement as depicted in the Vision/Master Plan. This is to provide adequate open space for population expected under higher densities and to provide strong connectivity to the Swan River foreshore and community spaces within the site.</p>

6 Economy and Employment

6.1 Labour Force

There were 3,943 people who reported being in the labour force in the week before the 2016 Census count in the Town. Of these 55 per cent were employed full time, 34.8 per cent were employed part-time and 5.6 per cent were unemployed. There was a higher percentage of part time workers in East Fremantle than in Greater Perth and the unemployment rate is considerably lower in East Fremantle than Greater Perth (refer to Figure 31).

Figure 31 – Labour Force

Employment - People who reported being in the labour force, aged 15 years +	East Fremantle	%	Greater Perth	%
Worked full-time	2,168	55.0	565,148	56.4
Worked part-time	1,374	34.8	306,272	30.6
Away from work	179	4.5	48,775	4.9
Unemployed	222	5.6	81,482	8.1

Source: Australian Bureau of Statistics, 2016 Census

Of couple families with children in the Town, 19.6 per cent had both partners employed full-time, 4.2 per cent had both employed part-time and 26.2 per cent had one employed full-time and the other part-time. There were more families with one parent working full time and the other working part time or not at all, than for Greater Perth (refer to Figure 32).

Figure 32 – Employment of Parents in Couple Families

Employment status of parents in couple families - Labour force, parents or partners aged 15 years +	East Fremantle	%	Greater Perth	%
Both employed, worked full-time	334	19.6	85,462	19.8
Both employed, worked part-time	72	4.2	17,492	4.1
One employed full-time, one part-time	447	26.2	96,267	22.3
One employed full-time, other not working	234	13.7	72,827	16.9
One employed part-time, other not working	122	7.1	25,951	6.0
Both not working	268	15.7	74,085	17.2
Other (includes away from work)	89	5.2	22,903	5.3
Labour force status not stated (by one or both parents in a couple family)	142	8.3	36,569	8.5

Source: Australian Bureau of Statistics, 2016 Census

Of the employed people in the Town, 4.8 per cent worked in Hospitals (except Psychiatric Hospitals). Other major industries of employment included Primary Education 3.5 per cent, Higher Education 3.4 per cent, Cafes and Restaurants 2.8 per cent and Secondary Education 2.2 per cent (refer to Figure 33 over page).

Figure 33 – Industry of Employment

Industry of employment, top responses	East Fremantle	%	Greater Perth	%
<i>Employed people aged 15 years +</i>				
Hospitals (except Psychiatric Hospitals)	175	4.8	35,137	3.8
Primary Education	127	3.5	22,680	2.5
Higher Education	124	3.4		
Cafes and Restaurants	101	2.8	22,771	2.5
Secondary Education	81	2.2		

Source: Australian Bureau of Statistics, 2016 Census

The most common occupations in the Town at the time of the 2016 Census included Professionals 36.3 per cent, Managers 17.9 per cent, Clerical and Administrative Workers 11.5 per cent, Technicians and Trades Workers 9.5 per cent, and Community and Personal Service Workers 9.3 per cent. This represents significantly higher levels of professionals, and conversely significantly lower levels of labourers and machinery operators and drivers, than Greater Perth (refer Figure 34).

Figure 34 – Occupation of Employed Persons

Occupation	East Fremantle	%	Greater Perth	%
<i>Employed people aged 15 years +</i>				
Professionals	1,343	36.3	204,472	22.2
Managers	663	17.9	143,621	15.6
Clerical and Administrative Workers	425	11.5	125,233	13.6
Technicians and Trades Workers	352	9.5	105,412	11.5
Community and Personal Service Workers	343	9.3	99,683	10.8
Sales Workers	276	7.5	84,231	9.2
Labourers	160	4.3	82,364	9.0
Machinery Operators and Drivers	87	2.3	60,231	6.5

Source: Australian Bureau of Statistics, 2016 Census

Of people aged 15 years and over in the Town, 77.5 per cent did unpaid domestic work in the week before the Census. During the two weeks before the Census, 30.7 per cent provided care for children and 12.8 per

cent assisted family members or others due to a disability, long term illness or problems related to old age. In the year before the Census, 26.8 per cent of people did voluntary work through an organisation or a group. Across all sectors, a higher percentage of East Fremantle residents did unpaid work, which could partially be the result of more retirees and stay-at home parents (refer to Figure 35).

Figure 35 – Unpaid Work

Unpaid work	East Fremantle	%	Greater Perth	%
<i>People aged 15 years +</i>				
Did unpaid domestic work (last week)	4,669	77.5	1,104,256	70.2
Cared for child/children (last two weeks)	1,850	30.7	451,741	28.7
Provided unpaid assistance to a person with a disability (last two weeks)	771	12.8	156,231	9.9
Did voluntary work through an organisation or group (last 12 months)	1,616	26.8	281,373	17.9

Source: Australian Bureau of Statistics, 2016 Census

6.2 Main Industries

An analysis of the jobs available in Town in 2016 shows that 782 people (43.6 per cent) were employed in the following largest industry sectors:

- Accommodation and Food Services;
- Health Care and Social Assistance; and
- Public Administration and Safety.

Figure 36 (over page) shows that the major differences between the jobs within the Town and Greater Perth were:

- A *larger* percentage of workers employed in Accommodation and Food Services (17.6 per cent compared to 6.8 per cent);
- A *larger* percentage of workers employed in Public Administration and Safety (11.5 per cent compared to 6.8 per cent);
- A *smaller* percentage of workers employed in Retail Trade (4.4 per cent compared to 10.4 per cent); and
- A *smaller* percentage of workers employed in Manufacturing (1.5 per cent compared to 5.9 per cent).

Figure 36 – Employment Industries

Industry	2016 No.	%	2011 No.	%
Accommodation and Food Services	316	17.6	287	14.2
Health Care and Social Assistance	260	14.5	569	28.1
Public Administration and Safety	206	11.5	232	11.5
Construction	168	9.4	137	6.8
Professional, Scientific and Technical Services	159	8.9	178	8.8
Education and Training	143	8.0	144	7.1
Inadequately described/industry not classified	89	5.0	22	1.1
Retail Trade	78	4.4	125	6.2
Other Services	77	4.3	50	2.5
Rental, Hiring and Real Estate Services	64	3.6	44	2.2
Administrative and Support Services	49	2.7	28	1.4
Arts and Recreation Services	44	2.5	51	2.5
Financial and Insurance Services	29	1.6	21	1.0
Manufacturing	26	1.5	38	1.9
Information Media and Telecommunications	25	1.4	18	0.9
Transport, Postal and Warehousing	23	1.3	18	0.9
Wholesale Trade	19	1.1	32	1.6
Agriculture, Forestry and Fishing	10	0.6	10	0.5
Electricity, Gas, Water and Waste Services	8	0.4	3	0.1
Mining	6	0.3	15	0.7
Total	1,792	100%	2,022	100%

Source: Australian Bureau of Statistics, 2011 Census and 2016 Census

At the time of the 2016 Census, there were 1,792 persons employed within the Town. This represents 230 persons less than the 2011 Census, where 2,022 were recorded. This may be partially explained by the significant decrease of employment within the Health Care and Social Assistance sector. It is likely that the rationalisation of public health services arising from the opening of the Fiona Stanley Hospital in October 2014 (including the closure of Woodside and Kaleeya Hospitals) has reduced the number of employees working in the Town.

The declining trend for this sector, however, may be expected to recover with the recent opening of the Southern Plus aged care facility (former Kaleeya Hospital) and the proposed development for an aged care facility and wellbeing centre at the former Woodside Hospital site.

Other changes to jobs included increases in the Construction and Accommodation and Food Services Industries, and a decline in the Retail Trade industry.

It is recognised that employment opportunities provided in the Town are limited due to the absence of an industrial area. The following sections of this report relating to retail/commercial areas and tourism give some indication of where employment opportunities are currently the predominantly available.

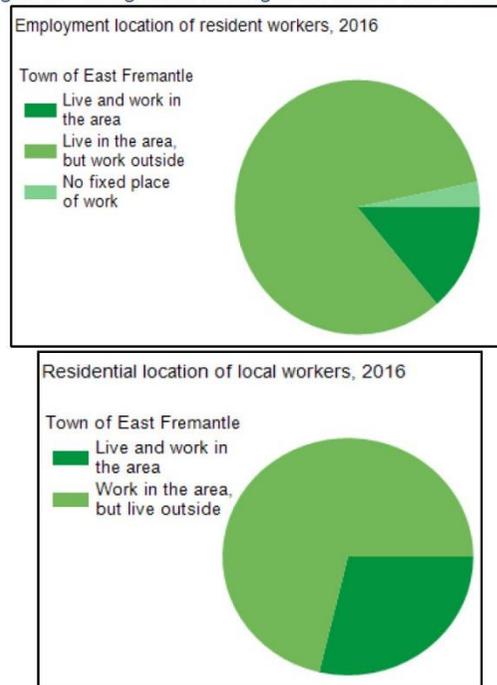
The relatively high percentage of residents who work from home (7.3 per cent) compared to Greater Perth (3.9 per cent) is noted. (ABS, 2016). As of June 2020, Council records show that there are approximately 20 approved home occupations/home offices currently operating in the Town, together with approximately 10 bed and breakfast establishments. A number of other home businesses do not require planning approval and operate without the need to notify the Town, so are not officially recorded.

The availability of the internet and the National Broadband Network has provided the opportunity for residents to work from home. The Town supports home based employment environments subject to residential amenity being protected. A local planning policy would be beneficial to support and guide such development.

6.3 Employment Self Sufficiency

Some 3,714 residents within the Town are employed, however, there are only 1,781 people that work within the boundaries of the Town.

Figure 37 – Living versus Working in the Town of East Fremantle



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data), and the population experts

In general terms, Figure 37 shows that:

- The Town has enough jobs for almost half of its working population (1,781 jobs versus 3,714 employed persons (48 per cent);
- Only 511 residents live and work within the Town (filling almost one third or 28.7 per cent of the jobs available);
- Some 3,084 residents need to seek work outside of the area (86.2 per cent of the East Fremantle workforce), however, according to local population experts, most do not venture further than the nearby Cities of Fremantle, Melville and Cockburn; and
- Approximately 120 residents have no fixed place of work.

There are low levels of employment self-containment in the Town which can place added demand on transport infrastructure. Perth and Peel @3.5million recommends strengthening activity centres as a means of providing more local employment opportunities and increasing the amount of economic output generated and used locally.

6.4 Activity Centres

The DPLH undertakes a Land Use and Employment Survey (LUES) approximately every five years to assist land use planning in relation to where people will live and work in the future. The responses help planners establish what needs to be delivered to accommodate future growth and development. According to the DPLH's 2015/17 LUES, the total amount of occupied floorspace within the Town is 106,719m² (i.e. total 116,578m² – vacant 9,859m²).

A breakdown of floorspace in various planning land use categories is shown in Figure 38 (over page). It is noted that shop/retail and office/business land uses amount to 17 per cent of occupied floorspace; whilst uses involving health/welfare/community services and entertainment /recreation and culture amount to 34 per cent.

Figure 38 – Land Use and Employment Survey (Town of East Fremantle)

Planning Land Use Category (PLUC)	Floorspace (m ² nla)	Proportion of Occupied Floorspace
Primary/Rural	0	
Manufacturing/Processing/Fabrication	0	
Storage/Distribution	2,315	2%
Service Industry	123	0%
Shop/Retail	10,300	10%
Other Retail	222	0%
Office/Business	7,174	7%
Health/Welfare/Community Services	11,359	11%
Entertainment/Recreation/Culture	24,413	23%
Residential	47,501	45%
Utilities/Communications	3,312	3%
Vacant Floor Area (VFA)	9,859	
TOTAL	116,578	
Total minus VFA	106,719	

Source: Department of Planning, Lands and Heritage, 2015/17 Land Use and Employment Survey <https://www.planning.wa.gov.au/ues.aspx>

The Town has no local commercial centres strategy to guide future development needs.

There are several areas of commercial activity within the Town as shown in Figure 39. These have a significant function in both providing for the commercial needs of the local community as well as providing for local employment opportunities.

The residents of the Town are also served by higher order centres such as the Fremantle Strategic Metropolitan Centre, Booragoon Secondary Centre and the Petra Street, Melville and North Fremantle District Centres, which are located in the surrounding municipalities.

Figure 39 - Commercial hubs



Source: Town of East Fremantle

6.4.1 Town Centre

The Town Centre is identified as a 'neighbourhood centre' under SPP 4.2. It is located on both sides of Canning Highway (which supports high frequency bus routes) and is within the Town Centre zone as follows:

- On the northern side of Canning Highway between Preston Point Road and Staton Road with land uses comprising of a mix of community, residential and commercial (including church and presbytery, counselling services, housing, private indoor swimming pool and local shops); and
- On the southern side of Canning Highway between Stirling Highway, St Peters Road and just east of May Street with land uses comprising of a mix of civic, commercial and higher density residential (including Council's offices and town hall; supermarket, health, wellness, beauty and retail tenancies; and mixed use commercial/residential development).

Despite this level in the hierarchy, the Town Centre is promoted as the main commercial centre for the Town. It provides a focus of activity for the community, particularly as it also includes an important civic function of housing the Town Hall administration building.

The Town Centre generally suffers from design, connectivity and aesthetics issues and has ineffective connection to the George Street Heritage Area and local centre. LPP 3.1.3 - Town Centre Redevelopment Guidelines was developed to assist in addressing these matters as well as provide guidance for development design and form. It is recognised that certain aspects of this policy are now out of date (due to recent planning reform and other matters). Redevelopment within the Town Centre has not yet been undertaken on a major scale.

LPP 3.1.3 encourages the redevelopment of the centre as a vibrant mixed-use Neighbourhood Centre based on main street traditional urban principles. A maximum retail floorspace of 5,000m² NLA has been set by

the policy, consistent with the floorspace limits of SPP 4.2 however, further studies are required to reach a floorspace needs and allocation with greater certainty.

The Town Centre area as currently defined in LPP 3.1.3 is divided into three precincts:

- Town Centre Core - Principal focus of commercial activity (Town Centre Zone);
- Canning Highway Frame - Mixed-use urban corridor with small-scale office-based commercial activities at ground floor with residential uses on upper floors (Town Centre, Mixed Use and Residential Zone); and
- Frame Precinct - Medium density residential transition, consisting primarily of multiple and grouped dwellings (Town Centre and Residential Zones).

In addition to a number of development standards, the policy includes internal and external pedestrian connections and public urban spaces plan; an indicative land use concept plan; and a building height plan.

It is acknowledged that aspects of this policy require review to consider better alignment of zoning to correspond with precincts; provide clarity regarding density and building height; to address future landmark entry sites to the Town; to include the Fremantle Ports Inner Harbour buffer requirements; and to better address the WAPC's SPP 5.4 relating to road and transport noise and freight considerations.

The Town Centre is identified as a planning area for investigation. This LPS recognises the need for further detailed planning to encourage and guide development of a vibrant town centre. This is likely to include changes to scheme provisions relating to residential density and development controls, as well as policy review. As an interim measure, minor amendments to the policy could address and clarify some matters relating to SPP 7.3 – R-Codes 2, SPP 5.4 and the Fremantle Port Buffers.

Investigation and development of revised/additional planning tools is required to encourage creation of a more vibrant community environment and redevelopment of the Town Centre and its supporting frame. This includes:

- Reviewing the extent of the Town Centre precinct area together with its Core, Canning Highway and Frame sub-precincts.
- Developing/overseeing development of precinct plans and local development plans for specific development sites.
- Ensuring that appropriate zoning and land use permissibility applies to the Town Centre precinct/sub-precincts.
- Ensuring an urban form appropriate to the intensity of development proposed and interface with adjoining properties.
- Encouraging safe and inviting spaces for informal social interaction.
- Providing intuitive pedestrian and cycling connections between the Town Centre and Mixed Use areas of Canning Highway and George Street.

6.4.2 Canning Highway Mixed Use

A Mixed Use zone is located west of the Town Centre (generally between Glyde Street and Stirling Highway) and adjacent to Canning Highway which supports a major bus route between Fremantle and the Perth CBD.

Aside from the Tradewinds Hotel, this area has not been developed to its full commercial potential and is characterised by some small office development and low to medium density housing. An existing development site (Roofing 2000) on the corner of Canning Highway/Sewell Street/St Peters Road is proposed to include multiple storey residential apartments/mixed use development.

The Canning Highway Mixed Use area does not operate as a formal activity centre. Further investigation may be beneficial to establish the future requirement and most appropriate commercial function of this area. LPP

3.1.3 – Town Centre Redevelopment Guidelines applies to this commercial area, however, this policy is recognised as requiring review.

The Canning Highway Mixed Use area is identified as a planning area for investigation. This LPS recognises the need for further detailed planning to encourage and guide development which may include changes to scheme provisions relating to residential density and development controls, as well as policy review.

6.4.3 George Street Mixed Use and Special Zone – Royal George Hotel

SPP 4.2 identifies the George Street ‘main street’ commercial strip located between Stirling Highway and East Street as ‘local centre’. Local centres are defined as any centre with a shop-retail floorspace under 1,500m² nett leasable area (NLA). The George Street retail floorspace is confined to a small number of individual shops including cafes and services predominantly for the local community in a village-like setting. The George Street centre is predominantly within the Mixed Use zone, therefore includes some residential land uses.

The Royal George Hotel building is located at the eastern end of the street and is within the Special Zone – Royal George Hotel. This building is subject to a Heritage Agreement between the Heritage Council of Western Australia and the landowner to ensure its future restoration. This is identified as an existing development site and includes proposals for a multi storey apartment building on the vacant portion of the site adjacent to the hotel building. New development on this site will contribute to increased commercial activity in this local centre.

Retail floor space in this local centre area is confined to a small number of individual main street shops. George Street will continue to provide for a range of local services to supplement the local and surrounding centres.

LPP 3.1.6 – George Street Designated Heritage Area applies to properties this commercial area to ensure that new development does not adversely affect the significance of heritage buildings and is compatible with the character, form and scale of existing development in the locality.

No changes to the planning framework are envisaged in relation to this local centre in relation to commercial floorspace or residential density. Increased density is not encouraged in this centre due to the likely adverse impact on the George Street Designated Heritage Area and the greater Plympton precinct. However, future planning for the Town Centre should include the measures to create improved connections to the George Street local centre.

6.4.4 Petra Street Special Business

The shopping centre located at the intersection of Canning Highway and Petra Street, is defined under SPP 4.2 as a 'district centre' The main shopping precinct is located in the City of Melville, however, it also serves the local shopping and service needs of the residents of East Fremantle.

The western portion of this district centre is located in East Fremantle on either side of Canning Highway within the Special Business Zone. These tenancies have traditionally provided local and professional services and specialty shops that complement the main Petra Street shopping centre. This area could benefit from upgrading and has potential for higher residential use as part of a mixed use development. In addition, a significant portion of the properties fronting Canning Highway are affected by the PRR reserve and heritage properties exist at the northwest corner of the intersection.

The Petra Street District Centre is identified as a planning area for investigation. This LPS recognises the need for further detailed planning to encourage and guide development of a vibrant district centre. This is likely

to include changes to scheme provisions relating to residential density and development controls, as well as specific policy development.

To provide some guidance, the Town is collaborating with the City of Melville to oversee the preparation of an activity centre plan for this centre. In the absence of a local commercial strategy for the Town, there are currently deficiencies in understanding the retail needs and floorspace required for this centre from the Town's perspective. A local commercial strategy or comprehensive retail needs study may therefore, need to precede or be carried out in conjunction with any activity centre planning.

6.4.5 Further Commercial Uses in Non-commercial zones

MRS Parks and Recreation Reserve

A number of privately operated commercial activities are located on Riverside Road adjacent to the Swan River foreshore and within the MRS Parks and Recreation Reserve. These include the Swan and East Fremantle Yacht Clubs, Aquarama Marina, Dome Café, Zephyr Café, Eat Greek Restaurant (not currently operating) and The Left Bank Hotel.

These are recognised as providing a local and tourism function and are supported as land uses in this vicinity. As mentioned previously in this report, development of a CHRMAP would assist in identifying and assessing risk associated with impacts of climate change on these premises and prioritise mitigation measures that may be required to protect their future operation in this vicinity.

Within the East Fremantle Oval Precinct, some commercial activity ancillary to the recreational use of the facility (including a gymnasium and function room) has been proposed by the vision plan/business plan processes. The Town supports the principle of small commercial premises for lease that are associated with the recreational purpose of the oval precinct, however, detailed plans are yet to be determined.

Additional Uses in Residential Zone

Local Planning Scheme No. 3 allows for additional uses that would not otherwise be permitted within the zone in which they are located. The Scheme allows for a range of commercial additional uses in the Residential Zone.

It may be opportune to investigate the need for continuation of a number of additional uses which may no longer be required or nearing the end of their usefulness, or to formalise some uses through rezoning or land use permissibility processes.

P, D and A Uses in Residential Zone

Local Planning Scheme No. 3 allows for certain commercial uses within the Residential Zone:

- P (permitted) - Home Occupation, Home Office;
- D (discretionary) - Home Business, Home Store;
- D (discretionary) - Consulting Rooms, Office (only Canning Highway);
- A (discretionary/notice required) - Bed and Breakfast, Childcare Premises;
- Industry – cottage, Educational Establishment, Pre-school/kindergarten.

No change is envisaged to permissibility however, this will be further considered for investigation as part of the scheme review.

6.5 Tourism

There are no areas set aside specifically as tourism development areas nor is there seen to be a need for such a category within the Town. Provision for mixed use developments in the Town Centre, the Mixed Use zone along Canning Highway and George Street, the Special Zone – Royal George Hotel and the Special Business Zone at Petra Street allow for a range of facilities relevant to the local tourism market. In addition, a number of leases associated with reserved land along the riverfront provide services for an element of tourism.

Some of the uses that may be considered under *Local Planning Scheme No. 3* associated with tourism include Bed and Breakfast, Cinema/theatre, Convenience store, Exhibition Centre, Fast Food Outlet; Hotel, Market, Motel, Recreation - Private, Restaurant, Small Bar and Tavern. It is not anticipated that this permissibility will change in any new scheme. Note that short stay accommodation (other than bed and breakfast) is not a use listed in the current local planning scheme. Formally including this use may allow for increased land use opportunities whilst managing any possible impacts.

Swan River and Foreshore

Public infrastructure and facilities along the river include toilet facilities, playgrounds, exercise equipment, dual use pathways, and a boat launching facility.

Private boat owners access the river via leased jetties and moorings, the boat launching ramp and the boat stacking facility at Aquarama Marina.

Privately operated commercial activities attracting visitors to the area include the Aquarama Marina, Swan and East Fremantle Yacht Clubs, a variety of cafes, restaurants and small bars. Many of the recreation/sporting clubs within the Town also include function space and licensed premises and serve meals.

In response to a recommendation of the East Fremantle Foreshore Master Plan, the Parks and Wildlife Service of the Department of Biodiversity, Conservation and Attractions (DBCA) and the Town have been redeveloping sections of John Tonkin Park and undertaking foreshore stabilisation.

This project has stabilised the foreshore area and protects the beach from erosion, as well as enhancing the amenity of the foreshore area. Ancillary paths are also being installed to create better connectivity through the park.

Tracks and trails

Dual use pedestrian and cycleways are located throughout the Town and the scenic route around the edge of the Swan River is a major attractor.

The East Fremantle Foreshore Master Plan recommends consideration of extending this as a regional trail from Victoria Quay at Fremantle Port (City of Fremantle) to Point Walter (City of Melville). Trails provide a number of benefits including education, tourism and place activation.

The Niergarup Track (pedestrian only) runs along the clifftop above Riverside Road, affording outstanding views of sites of the Swan River and its foreshores.

The Town of East Fremantle Heritage Trail is a 3km walk featuring buildings of historical and architectural interest within the Town. This is currently being reviewed and additional sites are likely to be included.

Tourist Accommodation

Tourist accommodation is provided at the Tradewinds Hotel which offers 83 hotel rooms and short stay apartments, swimming pool, range of function rooms and a bar and bistro and some 10-15 serviced apartments are located at Seashells (Canning Highway/Silas Street). A number of

additional accommodation options are available close by within the City of Fremantle.

In addition to the approximately 10 approved short stay accommodation and/or bed and breakfast uses currently operating within the Town, some 60 ancillary accommodation/studio developments have been approved. Subject to appropriate approvals, some may have the potential to operate as short term accommodation. Indeed, these may already be occurring even without approvals in place as unofficially, short stay accommodation websites show that there are approximately 75 short term accommodation options within the Town, including single rooms for rent and entire apartments/homes.

Approval was granted in October 2016 (Swan River Trust) for 16 short stay accommodation units (involves second storey above the existing Dome Café building); associated decking; pontoons for access to new swimming baths and to provide boat and other water craft berthing bays; and facilities/services associated with the swimming baths. No development has yet commenced.

Royal George Hotel Redevelopment

The Royal George Hotel site was sold by the State Government in 2017 to a private developer. Development of the property is subject to a Heritage Agreement with the Heritage Council of Western Australia regarding conservation works required for the hotel building. Proposals for refurbishment of this building include hotel, restaurant, accommodation and other land uses that will attract visitors to the Town.

Events Space

As a recommendation of the East Fremantle Foreshore Master Plan the Town allows for use of the foreshore for special events including festivals, outdoor movies, markets, performance, music, food and other activities.

The Town also hosts the annual George Street Festival whereby the street is closed to traffic between East Street and Stirling Highway.

Leeuwin Barracks

The Leeuwin Barracks site is a rare potential development in a highly sought after location along the Swan River, which offers north facing views. The Vision Plan for Leeuwin Barracks endorsed by the Town acknowledges that redevelopment of the site represents an opportunity to “...showcase sustainable living, and be a focal point for gathering, reflecting, celebrating and exchange”.

Some tourism opportunities associated with the site include:

- The site’s rich history (Junior Recruits Memorial for reflection and commemoration; repurposing the drill hall for a range of civic functions and possible reception centre; use of the former parade ground for community ceremonies and farmers’ markets; outdoor cinema; play space; and views to surrounding offsite places of Aboriginal significance).
- Amenity provided by proximity to, and views over the Swan River and the presence of mature trees on site.
- Education and information (through interpretive signage and public art).
- Supporting local business development (enabling establishment of café, restaurants and other facilities for visitors)

<i>Local Planning Strategy Implications and Responses</i>
<p>The LPS aims to create pleasant environments and support commercial development to attract business and visitors to the Town to boost the economy and provide employment opportunities.</p>
<p>SPP 4.2 specifies that growth in activity, employment and population is best guided towards activity centres and urban corridors with development guided by needs assessment and precinct structure plans. Any commercial floorspace changes other than what is currently possible under Local Planning Scheme No. 3 is not supported without first understanding the overall strategic commercial needs of the Town. A needs assessment will be undertaken to identify current and future commercial needs and assist in accommodating further economic growth and employment opportunities.</p>
<p>There appears to be a change in experience of the way retail is done, particularly with the emergence of global online shopping. It is important to understand the macro trends influencing commercial centres and how they impact changes in floorspace requirements, particularly how they influence provision at the local level.</p>
<p>A local commercial centres needs assessment could advise in this regard as well as provide reference to the influence of higher-order activity centres and employment land located beyond the Town’s boundaries.</p>
<p>It is envisaged that the need to change retail/commercial floorspace in the George Street local centre and the Canning Highway Mixed Use Zone will be negligible, however, some change may be required for the Town Centre and Petra Street District Centre particularly if higher residential densities and increased dwellings are planned. It would be beneficial to also gain a better understanding of how the Mixed Use Zones on Canning Highway and at George Street can perform more effectively.</p>

<i>Local Planning Strategy Implications and Responses</i>
<p>Current planning conditions have not generated development of the Town Centre or Canning Highway Mixed Use area to full potential, particularly in relation to mixed land use. Therefore, LPP 3.1.3 – Town Centre Redevelopment Guidelines (which relates to the Town Centre and the Canning Highway Mixed Use area) requires review. The Town Centre is underutilised and requires measures to increase activation through working with businesses and placemaking.</p> <p>The planning area site at Leeuwin Barracks includes possible development of approximately 1,440+ apartments and the Vision Plan envisages a local centre to service the day-to-day needs of the surrounding community, as well as act as a node of activity within the site. It also includes a ‘civic heart’ in the vicinity of the Drill Hall which could include such uses as tourist accommodation, café and museum. This will need to be further investigated as part of the formal planning processes, including amendments to the Metropolitan Region Scheme and Local Planning Scheme No. 3. A separate needs assessment may be required if one has not already been carried out for the Town that has included the Leeuwin Barracks redevelopment.</p> <p>To date, the discrepancy between the recorded number of approved accommodation premises and those listed on short stay accommodation websites has not resulted in any known planning and amenity issues. As this appears to be an emerging land use in the Town, however, it may be prudent to consider a local planning policy to guide development and assessment, subject to direction provided by State Government as a result of a parliamentary enquiry into short-term rentals in Western Australia.</p>

7 Environment

7.1 Topography and Landform

East Fremantle is located on the southern, lower reaches of the Swan River and is one of the few local governments that extend to the centre of the river. The local topography consists of high undulating hills and low-lying foreshore regions of the Spearwood Dune System on the Swan Coastal Plain (refer to Figure 40).

Figure 40 - Topography

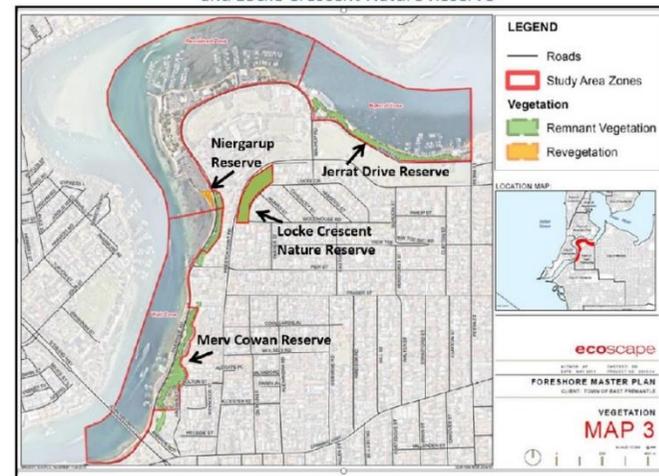


Source: <https://maps.slip.wa.gov.au/landgate/landinfowa/>

7.2 Natural Areas

The Town is an older, well-established local government area with no greenfield urban expansion areas. The majority of the Swan River foreshore in East Fremantle has been modified since settlement and is now used primarily for recreational and other activities associated with the use of the Swan River.

Figure 41 - Remnant Vegetation – Swan River Foreshore and Locke Crescent Nature Reserve



Source: (Base map) East Fremantle Foreshore Master Plan, 2016

Figure 41 shows areas of remnant vegetation within the Town. Whilst the Town is an extensively urbanised municipality, limited and small isolated

pockets of native vegetation remain along the foreshore in established recreational areas and along sections of the foreshore escarpment near Jerrat Drive Reserve, Niergarup Reserve and Merv Cowan Reserve; and in a small pocket of bushland at Locke Crescent Nature Reserve. Areas of remnant vegetation are appropriately protected by MRS Parks and Recreation Reserve along the river foreshore and by Open Space Reserve under the Local Planning Scheme for the Locke Crescent Nature Reserve.

An environmental management plan was prepared in 1993 for the Jerrat Drive area, known as the Jerrat Drive Foreshore Rehabilitation Plan. No environmental management plan exists for the cliffs and embankment area between Andrews Road and the Leeuwin Barracks. This is an important environmental area as it contains locally significant plant species and contributes to the foreshore’s natural character.

Recommendations of the Town of East Fremantle Foreshore Master Plan include a review of the Jerrat Drive Foreshore Rehabilitation Plan (including audit the recommendations that have been implemented and update the plan to match the current status of the foreshore); and develop an environmental management plan for the bushland along the cliff of Riverside Road, between Andrews Road and the Leeuwin Barracks. No environment management plans have yet been carried out for these areas.

A draft Locke Crescent Nature Reserve Management Plan was adopted by Council in 2000 and a further report was completed in 2001. It may be timely to consider an updated environmental management plan for this site.

These areas of remnant vegetation currently also enjoy a level of protection by falling within MRS Parks and Recreation Reserve and/or Local Planning Scheme No. 3 Open Space Reserve. The Local Planning Scheme No. 3 Heritage List includes four Landscape Protection Areas which (for the most part) equate to the areas identified and described in Figure

41. Given the reservation of these areas under the MRS and the local planning scheme, separate heritage listing may be considered unnecessary.

Location	Description
East side of Riverside Road between Putney Road (now referred to as Andrews Road) and Lot 177. (i.e. Merv Cowan Reserve vicinity)	A site comprising limestone cliff face, rock outcrops and natural vegetation; significant for its natural characteristics which should be protected from despoliation or the intrusion of development.
East side of Riverside Road north of Pier Street, comprising the western edges of Lot 5297, Lot 6152 and reserve No. 28163. (i.e. Niergarup Reserve vicinity)	A site comprising limestone cliff face, rock outcrops and natural vegetation; significant for its natural characteristics which should be protected from despoliation or the intrusion of development.
Lot 5069 between Preston Road and Locke Crescent. (i.e. Locke Crescent Nature Reserve vicinity)	A site comprising natural vegetation significant for its undeveloped characteristics, which should be protected from despoliation or the intrusion of development.
Cliff face between Jerrat Drive and the Swan River foreshore, extending between Lot 8008 and East Fremantle Yacht Club house. (i.e. Jerrat Drive Reserve vicinity)	A site comprising cliff face and natural vegetation significant for its relatively unspoiled characteristics in association with the Swan River foreshore.

There are no ‘Bush Forever’ sites within the Town and as of 31 July 2019, there are no designated bushfire prone areas. Notwithstanding this, these small pockets of bushland need to be managed, including the need to lower potential fire damage risk.

A Bushfire Risk Management Plan prepared for the Town (Entire Fire Management, 2018) focuses on the bushland areas of Jerrat Drive Reserve, Locke Crescent Reserve, Niergarup Reserve and Merv Cowan Reserve. Bushfire Attack Level (BAL) Contour Assessments were carried out and mitigation measures for the high risk areas have been identified. These measures will be undertaken to reduce the impact or intensity of a potential bushfire event.

7.2.1 Rare and Endangered Flora and Fauna

To assess the potential for protected flora and fauna species within the Town, information was sourced from the Department of Biodiversity, Conservation and Attractions *NatureMap: Mapping Western Australia's Biodiversity* (DBCA, 2019 <https://naturemap.dbca.wa.gov.au/>)

According to this database, there are no species of flora or fauna that are endemic to the Town. Of the 98 species listed to be within the Town, 88 are native and 10 are considered naturalised (i.e. not native to the area but have become established and can reproduce there).

The *NatureMap* database identifies the following species for conservation:

	Species	Conservation Code
Flora	Grevillea thelemanniana (spider net Grevillea)	Rare or likely to become extinct.
	Angianthus micropodioides	Priority 3*
Fauna	Actitis hypoleucos (Common Sandpiper)	Protected under international agreement
	Hydropogon caspia (Caspian Tern)	Protected under international agreement
	Thalasseus bergii (Crested Tern)	Protected under international agreement
	Calyptorhynchus latirostris (Carnaby's cockatoo, White-tailed Short-billed Black Cockatoo)	Rare or likely to become extinct.
	Calyptorhynchus sp. (white-tailed black cockatoo)	Rare or likely to become extinct.
	Lerista lineata (Perth Slider, Lined Skink)	Priority 3*
	Tyto novaehollandiae subsp. novaehollandiae (Masked Owl (southwest))	Priority 3*

**Priority 3 refers to species that are known from several locations, and the species does not appear to be under imminent threat, or from few but widespread locations with either large population size or significant remaining areas of apparently suitable habitat, much of it not under imminent threat.*

Any new environmental management plans would need to further survey and study flora and fauna specific to the area as part of the management plan process.

7.3 Water Resources

There are no wetlands or public drinking water sources within the Town.

The Swan River is the major water resource associated with the Town and this, together with the foreshore, is the responsibility of the Department of Biodiversity, Conservation and Attractions (Parks and Wildlife Service) and the Swan River Trust.

Groundwater is found at various depths throughout the Town (maximum of approximately 35m from the surface) with marginal salinity levels generally between 500-1,000 mg/L. Although generally not suitable between Preston Point Road and the river, groundwater throughout the rest of the Town is suitable for garden bores.

The Town has undertaken a water management plan (in relation to its use of bore water). and has committed to various projects, policies and procedures that will improve the efficiency of the Town's water use.

The use of water tanks for residents to capture and use rainwater as well as planting low water use native gardens is encouraged. Local Planning Policy 3.1.1 - Residential Design Guidelines facilitates the provision of water tanks.

7.3.1 Natural Drainage Areas

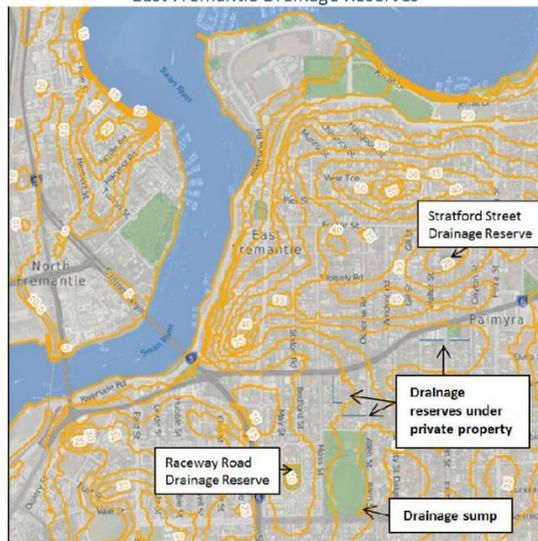
Zones and reserves allocated within the MRS and Local Planning Scheme No. 3 offer land use protection and separation to natural drainage areas within parklands and reserves. The Town also employs a number of measures to ensure effective total water cycle management and integrated urban water management.

Drainage collection areas are shown in Figure 42 (over page). There are two surface stormwater drainage catchment reserves controlled by the

Town, one at Raceway Road and one on Stratford Street. These are shown as drainage reserves within Local Planning Scheme No. 3.

In addition, there are four drainage reserves under private properties (Allen Street to Canning Highway, Dalgety Street to Allen Street, Irwin to Fortescue Street and Oakover Street to Irwin Street). These reserves are vested in the Town. A compensation drainage sump also exists at the corner of Marmion Street and Allen Street, on the East Fremantle Oval Reserve. Drainage easements exist between Preston Point Road and Riverside Road in the vicinity of Tingira Circus.

Figure 42 - 10m contour intervals Swan Coastal Plain and East Fremantle Drainage Reserves



Source: (Base map) Department of Water and Environmental Regulation website

Local Planning Policy 3.1.1 - Residential Design Guidelines includes requirements for site works and landscaping to maintain the prevailing natural ground levels to minimise the need for cutting and filling of sites and boundary walls and minimise hard surfaces.

7.3.2 Stormwater Management Swan River

A number of stormwater outfall pipes occur along the river edge which discharge directly into the river. It is not clear how many of these are active. Despite the poor condition of exposed pipe infrastructure, the internal and functional abilities of the drains appear to be satisfactory. The presence of structural stormwater management processes such as gross pollutant traps (GPTs) to filter large particulate matter is being investigated to ascertain if they are incorporated into the pipe network.

Water Sensitive Urban Design (WSUD) methods employing structural interventions (such as GPTs) and non-structural interventions (such as biofilters) are now largely used to improve stormwater quality before it is discharged to environmentally sensitive environments. Together they provide physical, chemical and biological processes to filter stormwater runoff.

The carpark for the boat launching facility south of John Tonkin Park contains such a biofiltration system. The East Fremantle Foreshore Master Plan highlights where additional biofilters could be incorporated, however, it recommends that an Urban Water Management Plan (UWMP) be undertaken for the stormwater network that outfalls into the Swan River.

7.3.3 Coastal Protection

The Town does not contain any direct coastline, however, SPP 2.6 – State Coastal Planning also applies to the tidal reaches of inland waters, including the Swan River Estuary, which is partly within, and abuts, the Town boundaries.

In assisting with protection of the Swan River foreshore, the Town is guided by SPP 2.6 and its supplementary State Coastal Planning Policy Guidelines and Coastal Hazard Risk Management and Adaptation Planning Guidelines.

The Town prepared the East Fremantle Foreshore Master Plan (2016) to provide a strategic vision for protection and enhancement of the Swan River. This includes a program for the repair and maintenance of the river walls and other foreshore infrastructure which is progressively being undertaken by the Town.

7.3.4 Swan River 1:100 Floodplain Area

The Swan Canning Riverpark and associated DCA were established under the Swan and Canning Rivers Management Act, 2006 (SCRM Act). A portion of the Riverpark and the Swan Canning River DCA are located within the Town. The Department of Water and Environmental Regulation (DWER) and the Department of Biodiversity, Conservation and Attractions (DBCA) Parks and Wildlife Service and the Swan River Trust are responsible for the Floodplain Development Control Area and the Swan and Canning River Development Control Area, respectively.

Land subject to the 1:100 Annual Exceedance Probability (AEP) Floodplain is shown in Figure 43. This affects land immediately adjacent to the Swan River in the proximity of Riverside Road and Jerratt Drive and expands further in the vicinity of Preston Point (*Niergarup* in Nyoongar language), where it extends across Riverside Road and into portion of the Leeuwin Barracks site. This is likely to impact on future land use on part of the Leeuwin Barracks redevelopment site.

Figure 43 - FPM Floodplain Area (DWER-020)



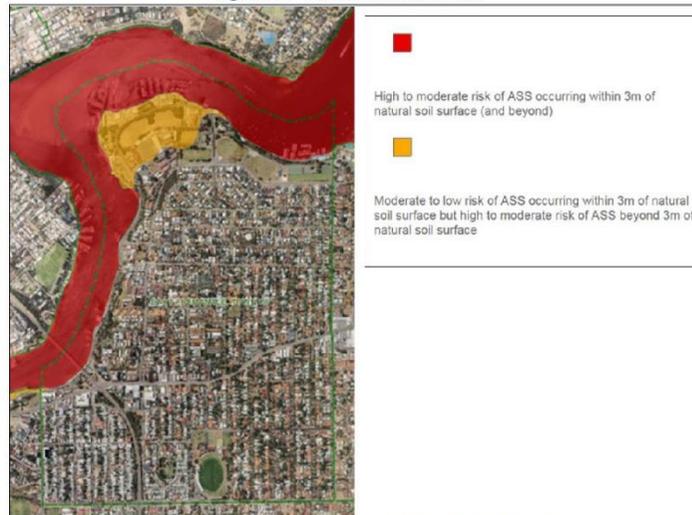
Source: <https://maps.slip.wa.gov.au/landgate/landinfowa/>

7.4 Acid Sulfate Soil Risk and Other Contaminated Sites

The WAPC's Acid Sulfate Soils Planning Guidelines 2009, aim to ensure that the subdivision and development of land containing acid sulfate soils is planned and managed to avoid potential adverse effects on the natural and built environment.

The Town is mostly free from acid sulfate soil risk. Figure 44, however, indicates a potential high to moderate risk for the entire foreshore with a low to moderate risk of acid sulfate soil occurring within 3m of natural soil surface level in the vicinity of Preston Point and the Leeuwin Barracks (coinciding with the extent of the 1:100 AEP). This is a consideration for future development in these areas.

Figure 44 - Acid Sulfate Soil Risk



Source: <https://maps.slip.wa.gov.au/landgate/landinfowa/>

The Contaminated Sites Act, 2003 was introduced to identify, record, manage and clean up contamination. This Act is administered and enforced by the Department of Water and Environmental Regulation (DWER) which includes classifying sites (in consultation with the Department of Health) and making information on contaminated sites available to the public (including a Contaminated Sites Database).

No sites are listed on the DWER contaminated sites register within the Town, however, the Swan River Trust (SRT 2007) detected hotspots of the contaminant tributyltin (TBT) within the sediments surrounding of Swan and East Fremantle Yacht Clubs and Aquarama marina. In June 2010, a memorial was registered by the then Department of Environment and Conservation under section 59 of the Contaminated Sites Act 2003 on the title of the lot occupied by the Swan Yacht Club. The memorial records the site classification as 'possibly contaminated - investigation required'.

Further investigation would be required to check for possible contamination prior to any development of the vacant property at No. 243 Canning Highway (old petrol station and owned by the WAPC). Another existing service station site at No. 180 Canning Highway may also have a risk of contamination, given the nature of its use and investigation would be required prior to development or a change in use.

With regards to the Leeuwin Barracks site, the Department of Defence has confirmed that there are minor contamination issues including the presence of asbestos and fuel residue and will make available comprehensive environmental assessment to potential purchasers as part of the future land sale process. Remediation would be required as part of any development on the site.

It has recently come to light that underground fuel tanks may have been associated with the Roofing 2000 site at 91-93 Canning Highway. Further

investigations will be required to ensure that any contamination issues are identified and managed prior to any development of this land.

7.5 Climate Change

The Town is part of the South West Group (SWG) Voluntary Region of Councils within the South West Metropolitan Region together with the Cities of Cockburn, Fremantle, Kwinana, Melville and Rockingham. In recognising that climate change is an emerging and priority issue for the region, a number of high priority strategies/actions related to climate change adaptation were included in the SWG Strategic Plan 2015 to 2025.

The Framework for Regional Approach to Climate Change Adaptation two-phase project was initiated, consisting of climate change information consolidation and a climate change adaptation strategy.

In November 2019, the Town officially recognised the Climate Change Emergency and supported the call to action for all levels of government in the goal of minimising the impacts of climate change. In mid-2020 the Town commenced development of a Community Climate Action Plan (CCAP) to determine methods and actions to mitigate and adapt to the impacts of climate change.

The East Fremantle Foreshore Master Plan study undertaken by Ecoscape and MP Rogers & Associates in 2016, states that the effects of climate change on public infrastructure assets around the East Fremantle foreshore are likely to be minimal over the next 5 to 15 years. The small increase due to mean sea level increases will be within the natural variability of the mean sea level offshore from Fremantle due to other effects such as El Nino. A CHRMAP for the foreshore area would assist in identifying and managing risk for all existing and future assets, including a number of private buildings and facilities in this vicinity.

In addition to addressing rising sea levels, the Town's CCAP intends to develop actions and strategies for the reduction of community-wide greenhouse gas emissions.

7.6 Urban Forests

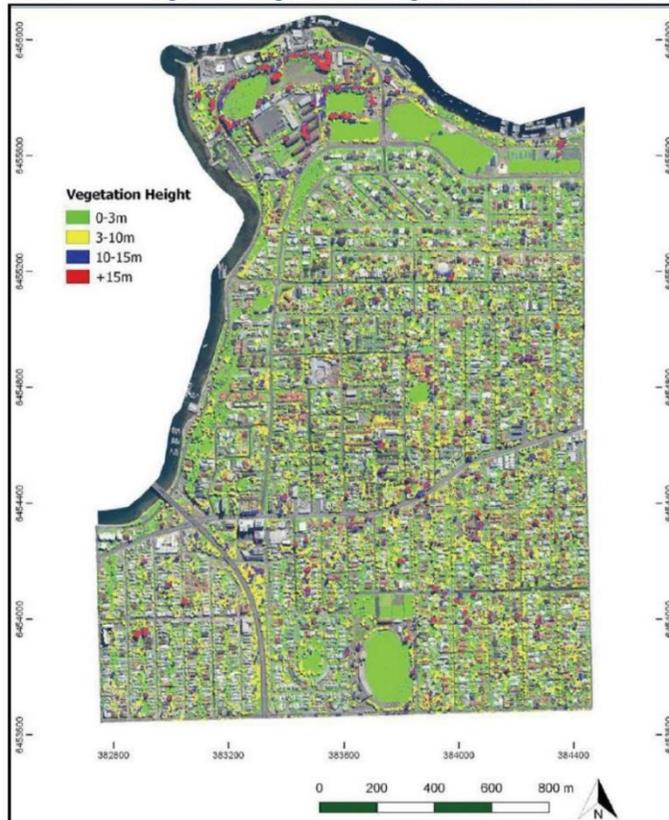
The DPLH, in collaboration with the Western Australian Local Government Association (WALGA), developed the Better Urban Forest Planning Guide (2018) to assist local governments in the strategic planning of their urban canopy and to promote best practice in its management.

Urban forest density mapping provided by the DPLH includes the Town and other central local governments south of the Swan River. Between 2011 and 2016, most local governments within the Perth Region experienced no significant change to their level of green cover. In contrast, however, East Fremantle together with Gosnells, Cockburn, Kwinana and Melville experienced a significant loss of green cover where the traditional backyard is losing ground to densification and infill.

Accurate and current data is essential for guiding management strategies and measurement of the success of such strategies. The Town of East Fremantle Precision Urban Forest Monitoring – Final Report provides a valuable tool to enable management of the Town's urban forest area, accurately set targets and track changes in canopy area, as well as tree health at an individual tree level. This data can also be used to target areas within the Town that could benefit the most from new planting programs.

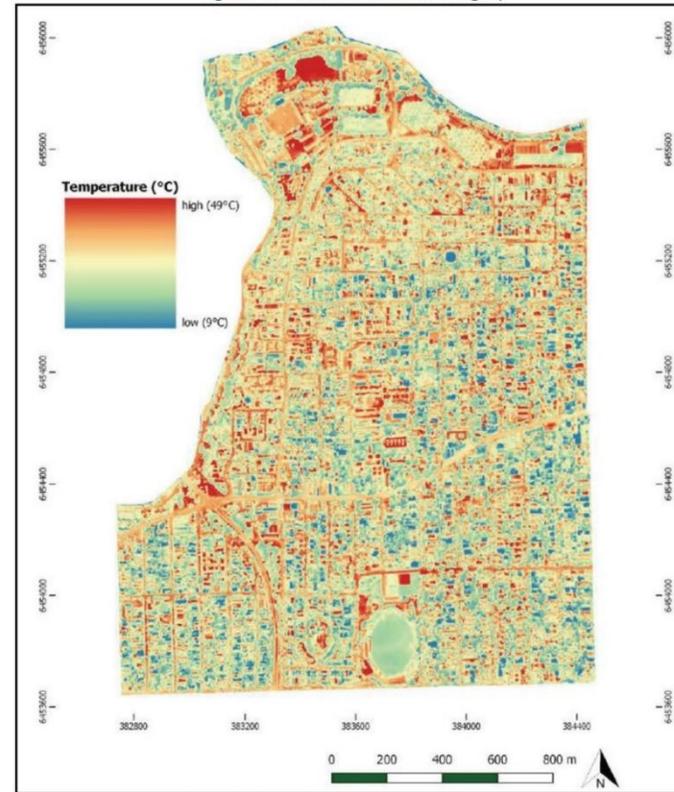
Figure 45 (over page) shows imagery acquired in May 2017 of height-stratified vegetation cover (<3m, 3-10m, 10-15m,>15m) within the Town and Figure 46 (over page) shows thermal infrared imagery acquired in March 2018 to determine surface temperature.

Figure 45 - Height Stratified Vegetation Cover



Source: Town of East Fremantle Precision Urban Forest Monitoring
– Final Report, ArborCarbon, April 2018

Figure 46 - Thermal Infrared Imagery



Source: Town of East Fremantle Precision Urban Forest Monitoring
– Final Report, ArborCarbon, April 2018

The *Town of East Fremantle Precision Urban Forest Monitoring – Final Report* was endorsed by The Town in April 2018. The main findings of this study were:

- Total vegetation cover within the Town is 1,150,089m² (36.4 per cent).
- The area of vegetation above 3 metres (Canopy) is 528,832 m² (16.7 per cent).
- The average surface temperature recorded by the thermal imagery in the Town was 33.4°C.
- Vegetated areas (32.1°C) were markedly cooler than non-vegetated areas (34.1°C).
- Temperature of vegetated areas decreased with increasing vegetation height. Canopy greater than 15m in height had the lowest average temperature (29.0°C).
- Exposed soil and dead grass contributed substantially to urban hotspots and were hotter than surrounding pavement and roads.

As recommended in the study, the Town will need to continue to capture tree canopy data and undertake more analysis to assess potential impacts of proposed increased density changes and policy development affecting private properties. In any event, it would be beneficial for the Town to consider protection and increased tree canopy cover for areas within the public realm. These actions could form part of an urban forest strategy for the Town.

Local Planning Strategy Implications and Responses

There is potential high to moderate risk for the entire foreshore with a low to moderate risk of acid sulfate soil occurring within 3m of natural soil surface level in the vicinity of Preston Point and the Leeuwin Barracks. This is a consideration for future development in these areas. Soil contamination may be an issue on individual development sites where there is a history of semi industrial uses or use as a service station. This should be assessed at the time of development applications.

Land subject to the 1:100 Annual Exceedance Probability (AEP) Floodplain affects land immediately adjacent to the Swan River including a portion of the Leeuwin Barracks site. This is likely to impact on future land use on part of the Leeuwin Barracks redevelopment site and will need to be considered during planning processes.

A CHRMAP for the foreshore area would assist in identifying and managing risk for all existing and future assets, including a number of private buildings and facilities in this vicinity.

A number of environmental management plans are overdue or need updating however, these are more related to operational matters and it is unlikely that changes will be required to the local planning framework in this regard.

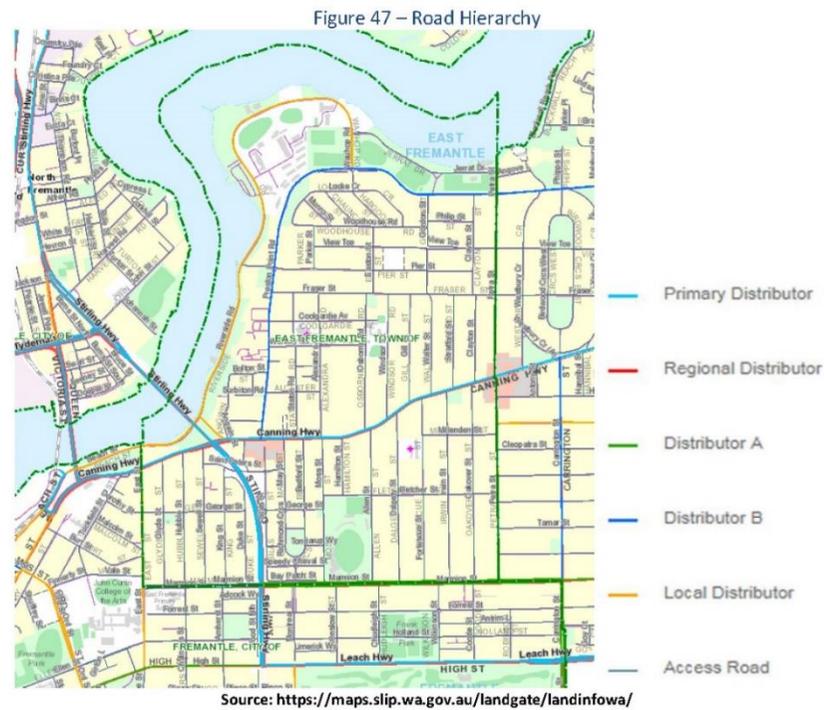
The Town will need to continue to capture tree canopy data and undertake more analysis to assess potential impacts of proposed increased density changes and policy development affecting private properties.

8 Infrastructure

8.1 Transport

8.1.1 Road Network

The road network in the Town is fully developed and all areas are serviced by a network of interconnected roads as shown in Figure 47.



The major roadways within the Town and their attributes are shown in Figure 48.

Figure 48 – Major Roads

Road	MRS classification		State road hierarchy classification	Approximate vehicles per day (vpd)
Canning Highway	Primary Road	Regional (east of Stirling Highway)	Primary Distributor	23,300 vpd 8% trucks
		Other Regional Road (west of Stirling Highway)		11,000 vpd 11% trucks
Stirling Highway	Primary Road	Regional	Primary Distributor	29,000 17.5% trucks
Marmion Street	-		Distributor A (Stirling Highway to Petra Street)	14,000 7% trucks
Preston Point Road	-		Distributor B	5,000 6% trucks

Source: Main Road Western Australia website <https://trafficmap.mainroads.wa.gov.au/map>

Stirling and Canning Highways are both classified as regional roads in the MRS and support significant regional and district traffic flows. Development on Stirling and Canning Highways requires advice and approval of MRWA or the DPLH in many instances and direct vehicle access is not permitted.

Stirling Highway and Canning Highway (west of Stirling Highway) are also part of a well-established freight route to the Fremantle Port. Stage 2 of the Westport Strategy endorsed by the State Government in August 2020, identifies Kwinana as the location for the State’s future container port. Should this go ahead, the freight and logistic needs will change over time. Until that occurs however, implications and consequences of the Stirling Highway/Canning Highway section of the freight link need to be considered to reduce any land use conflicts.

The Town currently encourages the formation of a working group comprising of Fremantle Ports, MRWA, the Freight Logistics Council, Western Roads Federation, Transport Workers Union and relevant local governments to make recommendations to State Government on the best approach to reduce effects of noise and diesel pollution on local residents. A key focus would be encouraging freight operators to upgrade to cleaner, more modern trucks, including Euro 6 trucks, and ultimately electric and hydrogen vehicles.

Parts of Canning Highway are subject to extensive MRS reservations for future road widening which extend into adjoining private properties. The reservation for Canning Highway from Osborne Road/Allen Street to Petra Street has a nominal 80m width reservation and a significant impact on properties, buildings and parking facilities. Further west, between Osborne Road/Allen Street and East Street is nominally 20m in width with minimum impact on abutting properties (refer to Figure 49)

Figure 49 – Canning Highway



These reserves constrain development of 71 affected properties within the Town in terms of land requirement and/or control of vehicular access. Consideration of how land affected by these reservations is to be developed is a key planning consideration and is particularly relevant to the future development of Canning Highway as an urban corridor.

In addition to the regional road network, there are four local roads that serve as neighbourhood connector roads (*Liveable Neighbourhoods* defines neighbourhood connector roads as streets with mostly residential frontage that typically provide the low order sub-arterial network and serve to link neighbourhoods and activity centres):

- East Street;
- Marmion Street;
- Preston Point Road; and
- Petra Street.

8.1.2 Car Travel

Movement through and around the Town is largely by private motor vehicles. Although not representing all journeys, travel to work is generally a regular and significant travel movement and therefore gives an indication of residents' travel mode preference and need.

Consistent with Greater Perth, the most common method of travel to work for employed people at the time of the 2016 census was by car as the driver (63.3 per cent). Other modes included car as passenger (3.4 per cent), public transport (8.3 per cent, 3.3 per cent being by bus) and walked only (2.8 per cent) as shown in Figure 50.

Figure 50 – Travel to Work

Travel to work, top responses <i>Employed people aged 15 years +</i>	East Fremantle		Greater
	No	%	Perth %
Car, as driver	2,347	63.3	64.1
Worked at home	272	7.3	3.9
Car, as passenger	125	3.4	4.6
Bus	123	3.3	3.7
Walked only	104	2.8	
Train			2.8
Travelled to work by public transport	309	8.3	10.3
Travelled to work by car as driver or passenger	2,548	68.5	71.3

Source: Australian Bureau of Statistics, 2016 Census

Relatively high reliance on the private vehicle for travel is reflected by the fact that more than 60 per cent of occupied private dwellings had two or more registered motor vehicles parked or garaged at their address on census night in 2016 as shown in Figure 51.

Figure 51 – Registered Vehicles

Number of registered motor vehicles	East Fremantle	%
None	121	4.5
1 motor vehicle	861	31.7
2 motor vehicles	1,145	42.2
3 or more vehicles	525	19.4
Not stated	60	2.2

8.1.3 Traffic and Movement

West – East movement across Stirling Highway	Within the Town, vehicle access from the western side of Stirling Highway to the eastern side is restricted to an underpass located at St Peters Road, Canning Highway or Marmion Street.
North – South movement across Canning Highway	Side streets that access Canning Highway are staggered to avoid four way intersections. Traffic can only directly travel between the north and south across Canning Highway at a controlled signalised intersection at Petra Street, a controlled signalised intersection at Stirling Highway and an unsignalised intersection at East Street. All other traffic movements across Canning Highway occur via left and then right hand turns, or vice versa. Traffic lights at Preston Point Road also assist with the north-south connection.
Access to/from Stirling Highway	Access to and from Stirling Highway is restricted to the signalised intersections at Canning Highway and Marmion Street.
Access to/from Marmion Street	Traffic may enter or leave the Town via Marmion Street however, right hand turn movements to and from some side streets are restricted by median islands constructed on Marmion Street.

For the most part, the road system operates and functions well. Feedback from Council’s Community Scorecard Evaluation (MARKYT, 2019) and other community engagement indicates that the community would like Council to focus on improving traffic flow and congestion along Canning and Stirling Highways and deter ‘rat running’ and speeding through residential streets. This requires consultation with MRWA, being the responsible authority for these roads.

Some issues have emerged in the western section of the Town (Plympton) where on-street parking has been identified as a concern in regard to lines of vision at intersections and driveways, lack of general availability in the George Street Precinct and hindrance to traffic movement in narrow streets.

There are no current traffic reports for the entire Town, however, the Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (ITMMS) to facilitate an effective and efficient transport system for all traffic movements, which is expected to be completed by mid 2021.

Findings from the Draft ITMMS (Traffic Management and Movement Plan) indicate that:

- The current road hierarchy generally aligned with its current intended function.
- The intersections of Canning Highway/Stirling Highway; Canning Highway/Preston Point Road; Canning Highway/Petra Street; Marmion Street/Stirling Highway; and Canning Highway/East Street currently operate near or at practical capacity and as a result of traffic growth are likely to experience congestion issues in the future, requiring upgrades.
- Significant developments (such as Roofing 2000, Woodside and Royal George Hotel sites) are likely to generate moderate impact traffic volumes and development approvals should require traffic impact assessments, parking management plans and green travel plans.
- Future traffic volumes generated by the Leeuwin Barracks redevelopment (based on the endorsed Vision Plan) is likely to affect the Canning Highway/Stirling Highway, Canning Highway/Preston Point Road and Pier Street/Preston Point Road intersections.
- An increase in traffic volumes is expected along Preston Point Road as a result of regional traffic using Preston Point Road to bypass Canning Highway.

8.1.4 Cycle Routes and Pedestrian Facilities

The Town of East Fremantle Bike Plan (2003) has been substantially implemented. Dedicated cycling facilities are provided along Petra and Marmion Streets which, together with multiple dedicated cycle use paths available along the Swan River, form part of the regional cycling network. The routes provide opportunities for both commuter and recreational cycle travel and are well established.

The Town’s traditional grid network of streets and footpaths on both sides of all roads provides convenient pedestrian access throughout the area. In addition, the pedestrian network located adjacent to the Swan River provides an attractive and well-used leisure route.

Notwithstanding existing facility provision, the Town of East Fremantle Recreation and Community Facility Strategy 2016 identified the need to prepare a Cycling and Walking Plan. Feedback from Council’s Community Scorecard evaluation (MARKYT, 2019) and other community engagement indicates that the community would like Council to prioritise improvements with footpaths and cycleways with improved infrastructure and connectivity.

Findings of the Draft ITMMS (Active Transport Plan) indicate that:

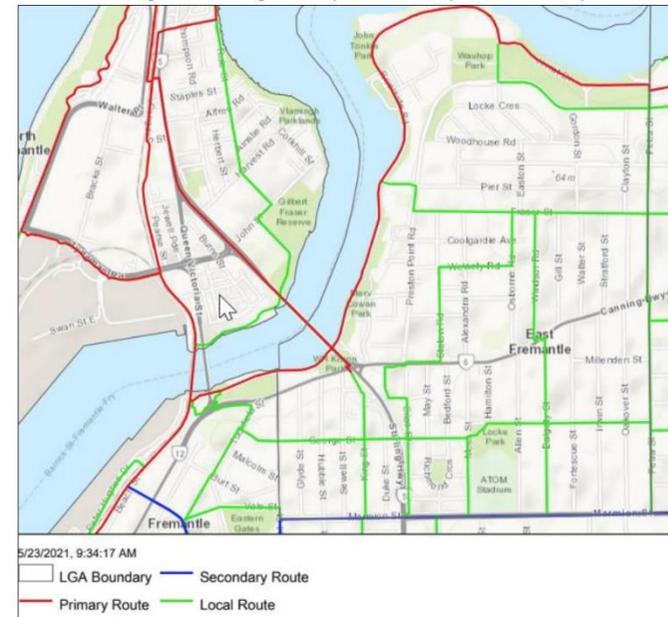
- A number of gaps in the cycling network leads to poor cycling connectivity;
- Safety is a key issue for cyclists especially when sharing the road with cars;
- Walking routes are generally well defined, yet improvements are required near key activity areas; and
- Canning and Stirling Highways are significant barriers for pedestrians and cyclists as there are few opportunities to cross safely.

The Department of Transport has completed a review of the Long Term Cycle Network (LTCN) for Perth and Peel, which has been developed in

close liaison with relevant local governments (including the Town). The network as it relates to the Town is shown in Figure 52 and includes:

- Continuing the cycle route along Wauhop Road and east along Preston Point Road;
- Extending the route all the way along Petra Street; and
- Providing better links to key activity nodes including Richmond Primary School, the riverfront recreation and sporting areas, East Fremantle Oval Precinct, the Town Centre, George Street centre and Petra Street centre.

Figure 52 - Long Term Cycle Network (East Fremantle)



Source: Department of Transport, Long term Cycle Network for Perth and Peel, 2020.

The development of the draft Active Transport Plan and the LTCN have occurred concurrently and cooperatively, and preliminary key actions identified in the draft Active Transport Plan generally reflect the LTCN.

8.1.5 Vehicle Parking

Public parking for vehicles is provided on-street for most local roads throughout the Town. There are no fees charged for on-street parking however, time restrictions are in place for Parts of Glyde Street and George Street (vicinity of the George street local centre), May Street (Town Centre) and Riverside Road (near Dome Café, boat jetties and Merv Cowan Park).

Public off-street parking is provided:

- Off Riverside Road at the boat ramp facility (fees apply), Zephyr Café, Dome Café, John Tonkin reserve, Aquarama, Norm McKenzie Reserve, J Dolan Park and WH Kitson Park.
- In the vicinity of the Preston Point Road North Recreation Precinct at Wauhop Park, East Fremantle Junior Football Club, E Chapman Reserve, East Fremantle Lacrosse/Cricket Club and East Fremantle Lawn Tennis Club.
- No. 128 George Street.
- East Fremantle Oval, East Fremantle Bowling Club and East Fremantle Croquet Club.

Parking available to the public is also provided at private commercial developments however, off-street parking at some places such as the Swan and East Fremantle Yacht Clubs is partially restricted to members/customers only. In the vicinity of Silas Street in the Town Centre (between Canning Highway and St Peters Road) on-street style parking is provided on a combination of private owned and public land.

Parking resources and facilities within the Town were reviewed as part of the Draft ITMMS (Parking Plan) and parking issues have been identified as a result parking surveys; stakeholder and community engagement.

Parking Hotspots and Issues

Investigations show that some pockets of the Town experience high levels of parking demand including the George Street local centre and nearby cross streets; Richmond Primary School and East Fremantle Primary School (on the Town's border in City of Fremantle) during school drop-off and pick-up hours; along the riverside on weekends; in the vicinity of the sports grounds in the Preston Point North Recreation Precinct; East Fremantle Oval during WAFL games; the Tradewinds Hotel on weekends; and Silas Street commercial area in the Town Centre.

Notwithstanding some high levels of parking demand, preliminary findings indicate that supply can be managed more efficiently with appropriate parking management practices without the need for significant additional bays.

An exception to this is the Preston Point Road North Recreation Precinct, where additional surveys and investigation is required. The Town has identified a potential site for an additional car park on an unused portion of the grassed tennis courts near Petra Street and may also consider to the need to formalise existing verge parking near Jerrat Drive.

Surveys also show that some on-street parking within the Town Centre may be being used as commuter parking or by employees for all day parking (predominantly in Council Avenue), which could be addressed by applying time restrictions.

Future developments need to provide sufficient parking during construction, as well as and operation phases, so as not to impact on the amenity of nearby and surrounding land uses and streetscapes.

Technology Changes and Innovation

In addition to encouraging commuters to increase their use of public transport options, there is potential for autonomous vehicles (AVs) and Mobility-as-a-Service (MaaS) technologies. Technology changes and innovations could also trigger the need for policy to address such matters as providing recharge facilities for electric powered vehicles; parking provided in stacker configurations; and shared vehicles provided as part of developments to be used by residents.

Decreasing demand could also disrupt the way parking is used. A measure to address this transition could involve requirement for a proportion of parking to be potentially 'convertible' to other more productive uses, particularly for significant developments. This would require design consideration for such matters as increasing floor to ceiling heights, providing conduits for future services, checking column locations and future opportunities for natural light.

Other technology changes and innovations could also trigger the need for policy to address such matters as providing recharge facilities for electric powered vehicles; parking provided in stacker configurations; and shared vehicles provided as part of developments to be used by residents.

Current Parking Requirements

Car parking for residential development is as per SPP 7.3 - R- Codes 1 and 2.

Local Planning Scheme No. 3 sets parking requirements for commercial zones through:

- Cl.5.8.5 referring to Schedule 10 for parking ratios according to varying land uses and Schedule 11 for design and access specifications.
- Cl 5.8.6 allowing for use of off-site parking areas subject to Council approval if in immediate vicinity.

- Cl 5.8.7 allowing for on-street parking subject to Council approval if immediately adjacent.
- Cl 5.8.8 allowing for cash-in-lieu of parking to be held in trust and used to provide public parking in the vicinity of the development site.

In addition, Cl 5.6.1 allows for Council to consider relaxation of car parking standards and requirements.

There is no general policy relating to when and how to exercise discretion in terms of car parking requirements, aside from LPP 3.1.4 which relates to cash-in-lieu of parking in the George Street area. Many of the options identified as part of this policy have been implemented (including speed humps, changes to street access and line markings).

Preliminary findings from the Draft ITMMS (Parking Plan) has highlighted a number of key actions including:

- Appropriate parking management practices such as introduction and changes to time restrictions in locations of high demand; enforcement of parking restrictions in all locations of high demand (including the school); improved line markings and signage.
- Continue the review of ACROD bay provision within the Town.
- Commission a wayfinding and signage strategy to highlight parking areas and other destinations using a range of transport modes and improve the provision of transport related information on the Town's website and for publicly owned destinations.
- Request a School Travel Plan from Richmond Primary School.
- Develop a Parking Management Plan for Preston Point Road North Recreation Precinct;
- Continue to monitor and assess parking behaviour across the Town, particularly in areas of high demand. Parking surveys and compliance data will help to identify triggers (for example when parking occupancy is regularly 85% or above) to inform the need for adjustments in time

restrictions or the introduction of parking fees to disperse parking demand.

- Review and/or develop new planning tools to require development and implementation of Parking Management Plans and Green Travel Plans for sizeable developments that encourage the efficient use of parking and the avoidance of both undersupply and oversupply.

Recent amendments to the Regulations have resulted in deemed provisions relating to parking and payment in lieu of parking. The Town’s local planning scheme provisions will reflect these changes and policy will need to be developed accordingly to support this. This will be guided by the recommendations of the Draft ITMMS (Parking Plan) as appropriate.

8.1.6 Public Transport

The Public Transit Authority (PTA) operates five public bus routes that service the Town as shown in Figure 53. These include:

- Route 148 – Operates between Fremantle Station and Como via Bicton, Attadale and Applecross. Within the Town, it travels along Canning Highway and Preston Point Road (as per Route 148).
- Route 158 – Operates between Fremantle Station and Perth Elizabeth Quay Bus Station via Bicton, Attadale, Applecross and Kwinana Freeway. Within the Town, it travels along Canning Highway and Preston Point Road (as per Route 148).
- Route 111 – Operates between Fremantle Station and Perth Elizabeth Quay Bus Station, via Canning Highway, the Canning Bridge Station and Kwinana Freeway. Within the Town, it travels along Canning Highway.
- Route 910 – Between Fremantle Station and Perth Busport, via Canning Highway, Victoria Park Transfer Station and the Causeway. Within the Town, it travels along Canning Highway. This is also known as a ‘high frequency’ route (every 15 minutes between 7am and 7pm Monday to Friday; every 15 minutes between 8am and 7pm on Saturdays; and every 15 minutes between 9am and 7pm on Sundays).

- Route 915 – Between Fremantle Station and Bull Creek Station, via Marmion Street, Booragoon Bus Station, Riseley Street and Leach Highway. Within the Town, it travels along Marmion Street.

Figure 53 – Bus Routes and Stops



Source: <https://www.transperth.wa.gov.au/Portals/0/Asset/Documents/Journey%20Planner/Network%20Maps/Map5.pdf> and <https://maps.slp.wa.gov.au/landgate/landinfo/wa/>

In addition to providing transport within the Town, these services provide links to areas outside of the Town and to transfer stations such as Fremantle Station, Perth Busport, Elizabeth Quay Bus Station, Canning Bridge Station, Booragoon Bus Station and Bull Creek Station. All these stations provide easy access to other metropolitan bus and train networks, with the exception of Booragoon Bus Station.

There are no train stations within the Town (the closest being Fremantle Station and North Fremantle Station both approximately 1.5 km from the closest Town boundary).

Preliminary findings from the Draft ITMMS (Active Transport Plan) in relation to public transport indicate that:

- The PTA’s long term plans include a future bus station at Canning Bridge that would act as a feeder service for commuters to then switch to the train to ease congestion on the freeway and allow for the removal of bus lanes. This is likely to result in increased bus service frequencies that operate through the Town.
- The PTA intends to increase the frequencies and operating hours of Route 910 regardless of the new bus station.
- Route 111 primarily operates as a peak hour service to supplement Route 910 and is likely to be discontinued if the Canning Bridge station is developed and services for Route 910 increase in its place.
- Route 148 and 158 are likely to be modified to take passengers directly to Canning Bridge from Attadale and avoid the Applecross deviation. Consideration may be required for changes to the route alignment to service the Leeuwin Barracks redevelopment in the future.
- Route 915 will potentially become a high frequency route with increased frequency and number of services.

<i>Local Planning Strategy Implications and Responses</i>
<p>The Town is finalising a Draft Integrated Traffic Management and Movement Strategy (ITMMS) to facilitate an effective and efficient transport system for all traffic movements, which is expected to be completed by mid 2021. This will be used to inform any changes to the active movement network and scheme provisions and policy relating to parking and traffic management.</p> <p>An overall study is required to assist in identifying future development residential, commercial and mixed use development opportunities</p>

<i>Local Planning Strategy Implications and Responses</i>
<p>along the Canning Highway urban corridor. This will need to identify sites and provide recommended planning solutions to address matters associated with the need for coordinated access, the Fremantle Port Buffers, Western Power buffers, PRR road reservation encroachment and road noise (in addition to heritage protection and amenity for neighbouring properties). This in turn will guide further detailed precinct planning for planning areas along Canning Highway.</p>

8.1.7 Fremantle Port

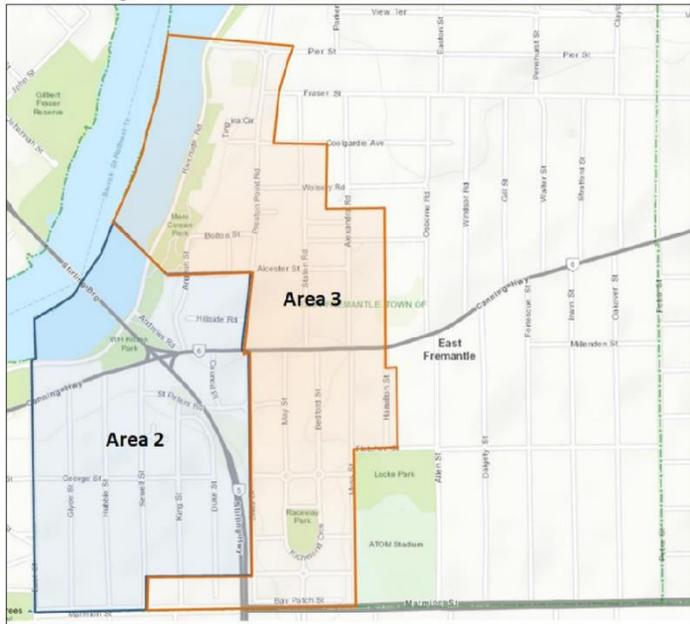
The Fremantle Port is not within the boundaries of the Town however, there are a number of important planning matters related to the port that need to be considered.

As mentioned, an established freight route accessing the Fremantle Port currently traverses the Town via Stirling Highway and part of Canning Highway. It is essential that ensure that increased traffic movements and impacts associated with this are minimised for residents in the Town. This includes noise and pollution.

Buffer Areas 2 and 3 of the Fremantle Inner Harbour Buffer are relevant to the Town and are shown in Figure 54 (over page).

Buffer Guidelines established by Fremantle Ports provide guidance for land use to minimise risks associated with the port’s function. These are incorporated into LPP 3.1.1 – Residential Design Guidelines however, are not included in LPP 3.1.3 – Town Centre Redevelopment Design Guidelines.

Figure 54 – Fremantle Inner Harbour Buffer Areas 2 and 3



Source: <http://www.fremantleports.com.au>

8.2 Network Infrastructure

8.2.1 Telecommunications

The National Broadband Network (NBN) new build was completed in early December 2017 and fibre to the node (FTTN) service is available to the entire Town. Fast mobile telecommunication networks (mostly 4G) are also present. There is unlikely to be any significant planning implications associated with the telecommunications network as the Town grows.

8.2.2 Gas

Reticulated gas is provided throughout the Town, which is described as medium-low to medium pressure gas service. There are no high pressure gas pipelines within the Town.

8.2.3 Water Supply

The Water Corporation owns and maintains the water reticulation system within the Town as shown in Figure 55 (over page).

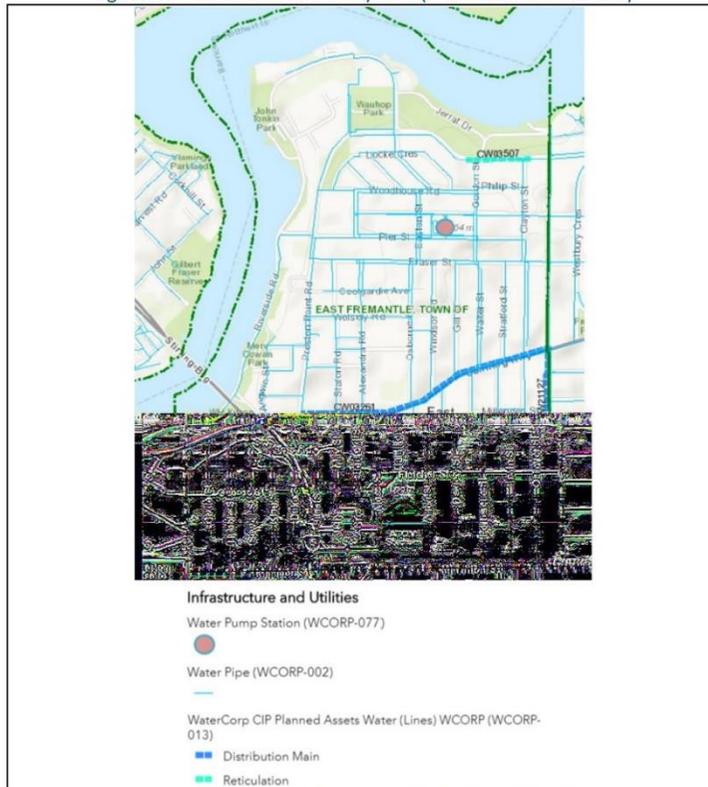
The Town and surrounding suburbs are provided with potable water from the Water Corporation’s West Melville Gravity Water Supply Zone. Water is supplied under gravity from the Melville Reservoir, which is located in Melville approximately 2km to the east at an elevation of around 60m AHD. A 100 year old large diameter (600mm) cast iron water distribution main from the Melville Reservoir outlet runs westwards along Canning Highway through the Town and is scheduled for replacement in 2021.

Instead of replacing the distributor main along Canning Highway in the same location, it will be realigned to Petra Street, Fletcher Street, Moss Street, George Street, Silas Street, St Peters Road and Sewell Street back to Canning Highway. The distribution main replacement will not entail any significant change to current capacity or pressure. Works also include a new reticulation main on Sewell Street to directly service properties on the western side.

Land in the vicinity of the Richmond and Richmond Hill Precincts, is elevated above the height of the Melville Reservoir and is serviced via a separate high level water scheme (tanks and pump infrastructure located on the top of Richmond Hill). The Richmond Hill High Level Water Supply Zone covers an area of approximately 70ha and currently supplies around 520 residences. The amount of reserve water storage in the elevated supply tank is limited and the system is relatively sensitive to any large or unplanned increases in development and demand. The Water Corporation

currently has no long term plans to build more elevated storage tanks at the tank site. It is unlikely that existing services would be able to support any substantial increase in density which is acknowledged in the LPS.

Figure 55 – Water Reticulation System (Town of East Fremantle)



Source: <https://maps.slip.wa.gov.au/landgate/landinfowa/>

The Water Corporation has advised that it currently has no long term plans to build more elevated storage tanks at the tank site. Minimal development increases in the high level water zone are unlikely to require system upgrades, however, water service arrangements for any discernible density development will require further investigation in consultation with Water Corporation to test against the capacity of the elevated water scheme which the Water Corporation considers is unlikely to be able to cope.

Some parts of the water network comprise of older, cast iron mains typically 75mm and 100mm diameter. A number of these mains extend north and south from Canning Highway. Whilst these mains provide an adequate level of service and pressure to existing patterns of land use and development, it is possible that some classes of higher density, multi-storey and mixed use building proposals may trigger the need for a short section of the main to be upgraded to a larger diameter to meet flow and pressure requirements for firefighting purposes (as required by the Building Code of Australia or FESA firefighting standards and specifications).

The Water Corporation has advised that the established networks of water reticulation mains are likely to have some inherent capacity to service a small to moderate amount of additional subdivision and development, however, it is not possible to determine the exact extent of any spare capacity as the system varies in age, pipe size and development demand. Small-scale, low density infill subdivision and development is unlikely in itself to trigger the need for any developer-funded reticulation pipe upgrades.

Redevelopment of the Leeuwin Barracks site, however, will require water reviews in consultation with the Water Corporation as its current (2010) wastewater planning has assumed that the Leeuwin Barracks would remain as is.

8.2.4 Drainage

Local governments plan, construct, operate and maintain local drainage networks, while the Water Corporation designs, constructs, operates and maintains main arterial drainage networks to protect properties from flooding. The DWER provides the overall strategic planning and regulatory functions.

The drainage system within the Town appears to be performing well and there are no major projects identified. The East Fremantle Foreshore Master Plan (2016) highlights where additional biofilters could be incorporated into the stormwater system and also recommends that an Urban Water Management Plan (UWMP) be undertaken for the network that outfalls into the Swan River.

Drainage collection areas are located at two surface stormwater drainage catchment reserves controlled by the Town, one at Raceway Road and one on Stratford Street. These are shown as drainage reserves within Local Planning Scheme No. 3.

8.2.5 Sewerage

The Water Corporation owns and maintains the sewerage reticulation system within the Town as shown in Figure 56.

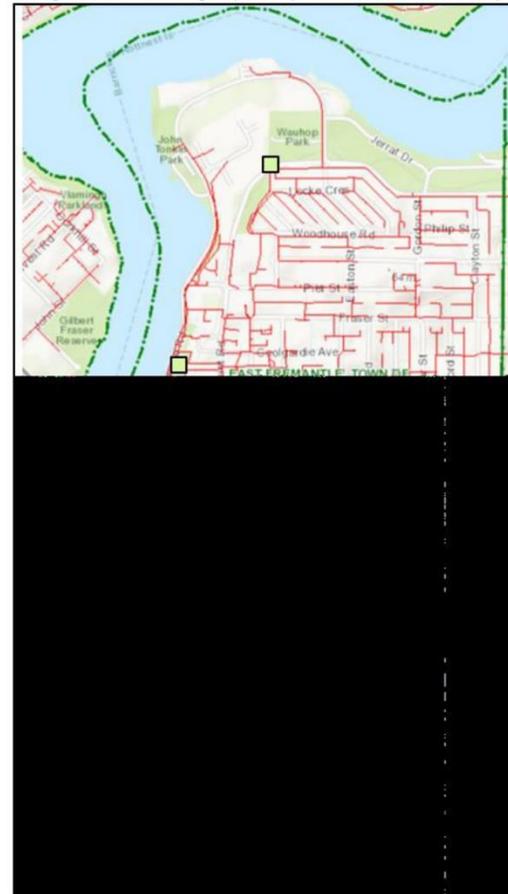
The Town is located within the Water Corporation’s Fremantle Sewer District whereby wastewater generated by residences and businesses in the area flows under gravity generally westwards into the Fremantle Main Sewer, or in a northerly or north-westerly direction into the catchments of the Bruce Street, Riverside Drive or Preston Point wastewater pump stations along the Swan River. These pump stations pump their wastewater westwards into the Fremantle Main Sewer.

The Water Corporation has advised that it will need to test the implications of any density code increases or zoning changes arising from the local planning strategy against the modelled capacity of the Fremantle sewerage network and the receiving pump stations.

Localised upgrades to the sewerage network may arise from high density development proposals and individual development may give rise to the need to protect, relocate or upgrade sections of gravity sewers.

Redevelopment of the Leeuwin Barracks site will require planning to determine the best way of providing services and establishing impacts on pump stations and sewers. Odour buffers around existing and future sewerage pumping stations will impact on land use compatibility and mitigation measures. The Water Corporation has advised that it will work with the proponent’s consulting engineers and planners to prepare a wastewater and water servicing strategy for this area.

Figure 56 – Sewerage System (Town of East Fremantle)



Source: <https://maps.slip.wa.gov.au/landgate/landinfowa/>

8.2.6 Western Power

The Western Power Network Capacity (refer to Figure 57) shows that the Town is serviced by:

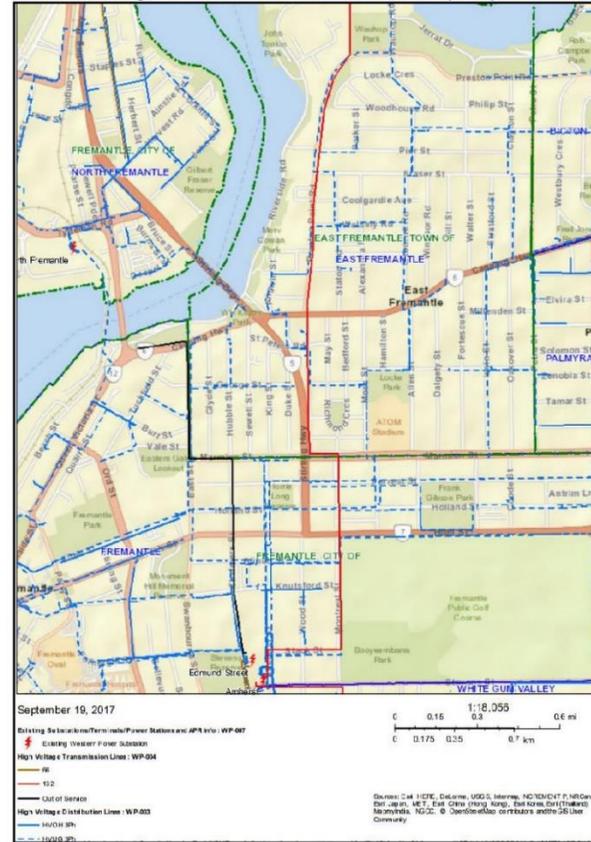
- A series of high voltage distribution lines (HVOH 3Ph and HVUG 3Ph) predominantly located within local road reserves;
- A 66 kV transmission line from Pole 14 (corner of Marmion Street and Hubble Street) to Pole 17 (corner Marmion Street and East Street) located within Crown Land (road reserve); and
- A 132 kV transmission line from Pole 51 (Swan River to Town of Mosman Park boundary) to Pole 19 (corner Marmion Street to City of Fremantle boundary) located within Crown Land (road reserve).

All powerlines are located underground with the exception of the 132kV transmission line (note that this traverses the Leeuwin Barracks site).

The 66 kV line extends from the Edmund Street Substation – North Fremantle (E-NF 71) and the 132 kV line extends from Amherst Street Substation – Cottesloe (AMT – CTE 81). There are no substations located within the Town boundaries. Based on Western Power’s Long-term Network Development Plans and the Department of Planning, Lands and Heritage’s sub-regional structural planning process, no substation investigation sites have been identified within the Town.

Where Western Power does not have easements over freehold land, it relies on Restriction Zones under the powers of the *Energy Operators (Powers) Act (1979)* to ensure appropriate development occurs within the vicinity of its assets. The 66 kV transmission line requires a 16m restriction zone and the 132 kV transmission line requires a 20m restriction zone.

Figure 57 – Western Power Network Capacity



Source: <https://westernpower.com.au/technical-information/calculators-tools/network-capacity-mapping-tool/>

Restriction zones have been developed based on relevant Australian Standards and occupational health and safety compliance requirements for power lines as follows:

	Clearance (horizontal and vertical from centre line)
Transmission 66 kV	8.0m
Transmission 132 kV	10.0m
Distribution </= 33 kV	3.0m

A 132kV transmission line traverses the Leeuwin Barracks site and this will need to be considered as part of any redevelopment proposal.

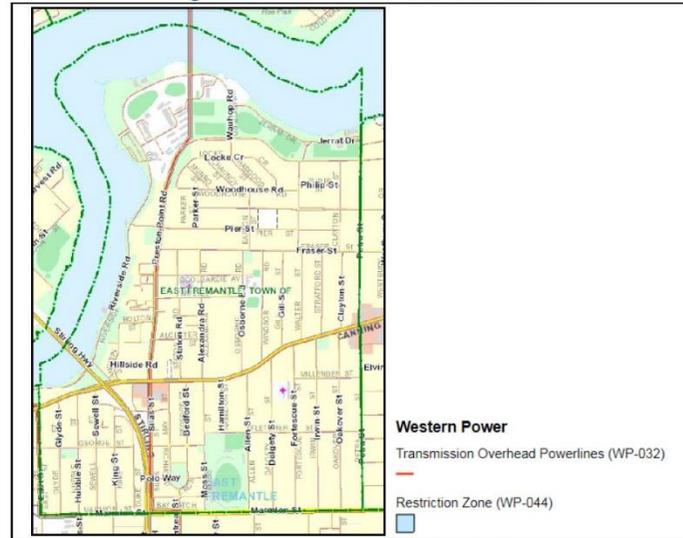
Western Power’s future network augmentation is fundamentally based on increased utilisation of the 132 kV transmission network. Western Power has advised of the following network upgrades, however, the timing, capacity, location and approval of proposed future corridors may be subject to change:

Indicative Future Transmission Lines	Indicative Timeframe	Indicative Easement/Restriction Zone Width
Upgrade E-EF 72 from 66 kV to 132 kV	15 – 25 years	20m easement/restriction zone along existing corridor (currently 16m)

In the long term, the network is to be upgraded such that the 66kV transmission line will be increased to 132 kV and the current 16m restriction zone will then increase to 20m.

Development setbacks and heights are subject to the restriction zone requirements in the vicinity of the 66kV and 132 kV transmission lines (refer to Figure 58) and consideration should also be given to the possible further restrictions in the vicinity of the 66kV line, if/when it is upgraded to 132kV in the future.

Figure 58 – Western Power Restriction Zone



Source: <https://maps.slip.wa.gov.au/landgate/landinfowa/>

Western Power favours local governments to develop planning controls (both statutory and non-statutory) to suitably manage noise mitigation, visual impact, public safety and other amenity matters where development is proposed adjacent to a buffer or restriction zone. Any planning for Leeuwin Barracks, review of the LPP 3.1.1 – Residential Design Guidelines and review of the LPP 3.1.3 - - Town Centre Redevelopment Guidelines should address these matters.

There is unlikely to be any significant implications for the Town in regard to future electrical infrastructure that cannot otherwise be addressed through appropriate network planning and upgrades.

8.2.7 Solid Waste

In July 2019, the Town transitioned to a three bin Food Organics, Garden Organics (FOGO) system. The South Metropolitan Regional Council (SMRC) processes the Town’s recycling and FOGO waste, while municipal solid waste is sent to the Henderson landfill site located in the City of Cockburn.

In addition, residential properties are provided each year with one pass to the Henderson Landfill site; access to the City of Fremantle Recycling Centre for limited bulk waste disposal and unlimited drop off of recyclable waste; and two green waste and one whitegoods/metals bulk waste verge collection.

<i>Local Planning Strategy Implications and Responses</i>
Services with the Town have the capacity to support modest redevelopment and intensification of land uses. However, due to the age of some infrastructure (particularly pipes and drains), some upgrading may be required for more intense residential development. Capacity of all services resulting from proposed discernible density changes will need to be tested as part of planning processes.
There is a finite capacity in areas serviced by the Melville Reservoir, and it is unlikely that there is the capacity of large, unplanned development in this area. There are no plans to upgrade this facility and the Town does not support higher density in this vicinity.
The potential development of the Leeuwin site will require detailed servicing plans as part of future planning processes.
LPP 3.1.3 – Town Centre Redevelopment Guidelines needs to be updated to include reference to the Fremantle Port Buffers and consideration will be given to reintroducing provisions relating to the buffers as part of review of the local planning scheme.
Consideration will be given to Western Power infrastructure buffers in future stages of planning.

9 Planning Areas

Figure 59 shows the planning areas identified by this LPS. The exact boundaries may be adjusted as a result of further investigation and detailed planning. A brief rationale together with a suggested future context are outlined as follows providing an initial guide to future planning research, study and processes.

Figure 59 – Local Planning Strategy Map with Urban Consolidation Planning Areas



Strategy map

9.1 Activity Centre: Planning Area A - Petra Street District Centre

Rationale

- Part of a District Activity Centre (together with adjacent land located within the City of Melville) as shown in the Central Sub-regional Framework and SPP 4.2.
- The Special Business zoned properties are under single private ownership.
- The adjoining property is also under the same ownership and it may be worthy to investigate extension of the Special Business Zone.
- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Residential density at R40 is currently permitted and multiple dwellings are already a possible land use on this site (although none have yet been developed) and may have the potential to increase this density.
- Site is strategically located as a potential landmark at the eastern gateway to the Town and could be designed to accentuate this.
- Additional residential population is encouraged to improve the economic viability of the centre.

Future Context

This site signifies the eastern entry point to the Town and functions as part of vibrant commercial hub and focal point for the surrounding community. The Petra Street District Centre will evolve over time to become part of an activity centre shared with the City of Melville, which includes residential development as part of a mixed use development to improve economic viability.

Based on SPP 4.2 and SPP 7.3 - R-Codes 2, density may be considered at **R-AC4 (R60) on the north side of Canning Highway** with a **Suburban context – Neighbourhood centre development** streetscape character and **R-AC3 (R80-100)** with an **Urban context – Mid-rise urban centre development** streetscape character on the south side of Canning Highway.

Potential yield for this planning area is estimated at **50** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development.

Low to mid-rise apartment and terrace style built form 3-4 storeys with potential for greater height on south side of Canning Highway (5 storeys) with contiguous, pedestrian friendly street frontages that include some activation. New development contributes to the public realm by enhancing and activating the streetscape, supporting social interaction and creating a distinct and appealing character for the centre. There is opportunity for setbacks and heights transitioning on the fringes to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

9.2 Activity Centre: Planning Area B - Town Centre

Rationale

- A Neighbourhood Centre as shown in SPP 4.2.
- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Residential density at R40+ is currently permitted and multiple dwellings are already a possible land use on this land.
- Many properties have not taken up development potential currently available and are under-developed.
- Richmond Quarter development has set a point of reference for similar development in this area at significantly higher density than R40.
- A number of properties are showing signs of age, lack architectural interest and are in need of improvement.
- Additional residential population is encouraged to improve the economic viability of the centre.

Future Context

The Town Centre is the most vibrant and diverse urban area within the Town. It will evolve over time to become part of a neighbourhood activity centre which accommodates further medium and high density mixed use development to improve economic viability and is commensurate with a small town centre. The Town Centre has a strong core area which connects to the mixed use areas of the Canning Highway urban corridor and nearby George Street Local Centre.

Based on SPP 4.2 and SPP 7.3 - R-Codes 2, density may be considered at **R-AC4 (R60) on the north side of Canning Highway** with a **Suburban context – Neighbourhood centre development** streetscape character and **R-AC2 (R80-100+)** with an **Urban context – Mid-rise/high density urban centre development** streetscape character on the south side of Canning Highway (with stricter height controls near civic heritage buildings).

Potential yield for this planning area is estimated at **150** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development.

Mid to high-rise higher density **apartments** as stand-alone and as mixed use developments in a defined Town Centre core area on the south side of Canning Highway. Low to mid-rise **apartment and terrace style** built form 3-4 storeys with potential for greater height for up to 5 storeys on corner sites or with street/ neighbour setbacks in a defined Town Centre frame area (including the north side of Canning Highway). There is opportunity for setbacks and heights transitioning on the fringes to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

Development is contiguous with pedestrian friendly street frontages that include some activation. New development contributes to the public realm

by enhancing and activating the streetscape, supporting social interaction and creating a distinct and appealing character for the centre. There is opportunity for setbacks and heights transitioning on the fringes to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

9.3 Urban Corridor: Planning Area C – Canning Highway (Mixed Use)

Rationale

- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Includes an existing development site (Roofing 2000) with potential to accommodate additional dwellings.
- Residential density at R40 is currently permitted and multiple dwellings are already a possible land use in the Mixed Use zone in this vicinity and may have the potential to increase this density.

Future Context

This section of the Canning Highway urban corridor is an extension of the vibrant Town Centre and will facilitate increased residential development opportunities as part of mixed use development, to improve economic viability and increase accessibility to public transport.

Based on Perth and Peel @ 3.5 million transition urban corridors and SPP 7.3 - R-Codes 2 density may be considered at R40-R60 with a **Suburban Context – Neighbourhood Centre** development streetscape character with the Roofing 2000 corner site as an **Urban Context - Mid-rise** development streetscape character.

Potential yield for this planning area is estimated at **120** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development. This includes the **Roofing 2000** existing development site

which indicatively may yield approximately **90 apartments** as part of a mixed use development.

Predominantly low to mid-rise built form **3-5 storeys** with street/neighbour setbacks comprising of a medium density mixture of **stand-alone apartments and townhouse/villa grouped dwellings/terrace development**. The Roofing 2000 site at approximately **9 storeys** closer to the Canning Highway/Stirling Highway intersection comprising of a mixture of medium and higher density **terrace and apartment dwellings**. There is opportunity for setbacks and heights transitioning on the fringes to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

Planning investigations for the Town Centre may also include this planning area.

9.4 Urban Corridor: Planning Area D - Canning Highway (Residential)

Rationale

- Residential density at R40 may currently be permitted subject to special provisions and multiple dwellings may already be a possible land use on this land.
- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- A number of larger vacant corner lots under public ownership may have the potential to support a higher density.
- Potential for amalgamation and redevelopment of lots within the street frontage block.

Future Context

This section of the Canning Highway urban corridor predominantly east of the Town Centre will facilitate increased residential development opportunities increasing accessibility to public transport and

accommodating apartment and townhouse style housing, sensitively designed to incorporate heritage listed sites.

Based on Perth and Peel @ 3.5 million transition urban corridors and SPP 7.3 - R-Codes 2 density may be considered at **R40-R60** with a **Suburban Context – Low to Medium-rise** streetscape character.

Potential yield for this planning area is estimated at **150** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development.

Low to mid-rise built form **3-4 storeys with potential for greater height (4-5 storeys) on selected corner sites** or with street/neighbour setbacks. Intended to comprise of a medium density mixture of **stand-alone apartments and townhouse/villa grouped dwellings/terrace development**. There is opportunity for setbacks and heights transitioning on the fringes to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

Coordinated street block development is required to access Canning Highway. Planning investigations for the Town Centre may also include part of this planning area on the northern side between Preston Point Road and Andrews Road.

9.5 Urban Corridor: Planning Area E - East Street/Canning Highway South

Rationale

- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Residential density at R40 is currently permitted under additional use rights and multiple dwellings are already a possible land use on this land and may have the potential to increase this density.
- Predominantly under public agency ownership.
- Site is strategically located as a potential landmark at the western gateway to the Town.
- Site has the potential for river views.
- Current land use has not reached full potential (a number of properties vacant).
- Located directly opposite an R80 site.

Future Context

This site signifies the western entry point to the Town. As part of the Canning Highway urban corridor it will facilitate increased residential development opportunities increasing accessibility to public transport and accommodating apartment and townhouse style housing, sensitively designed to respect adjacent heritage listed sites and the low density suburban character neighbourhood.

Based on Perth and Peel @ 3.5 million transition urban corridors and SPP 7.3 - R-Codes 2 density may be considered at **R60-R80** to match the opposite corner site and mark the entry to the Town, with a **Suburban Context - Medium rise** development streetscape character.

Potential yield for this planning area is estimated at **30** additional dwellings under this scenario.

Predominantly **3 storeys built form, with potential for higher density and up to 5 storeys** closer to the corner of East Street and/or with street/ neighbour setbacks. A mixture of **apartments and townhouse/villa grouped dwellings/terrace** development with opportunity for setbacks and heights transitioning on the fringes where sites interface with the established suburban areas and incorporating heritage properties into overall design concepts.

9.6 Urban Corridor – Planning Area F - Marmion Street

Rationale

- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Some properties have already been subdivided and a similar or more intensive development pattern may have potential to continue.

Future Context

This section of the Marmion Street urban corridor between Allen Street and Petra Street will facilitate increased residential development opportunities increasing accessibility to public transport and accommodating townhouse style housing, sensitively designed to incorporate heritage listed sites.

Based on Perth and Peel @ 3.5 million transition urban corridors density may be considered at **R30** with a **Suburban Context – Low rise** development streetscape character.

Potential yield for this planning area is estimated at **30** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development.

Medium density **2-3 storey townhouse/villa grouped dwellings** built form. There is opportunity for setbacks and heights transitioning on the fringes

to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

9.7 Activity Centre/Urban Corridor Catchments: Planning Area G - Petra Street

Rationale

- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Generally within 400m walkable catchment of the Petra Street District Centre and the Marmion Street high frequency bus route.
- Some properties have already been subdivided and a similar or more intensive development pattern may have potential to continue.

Future Context

A 'mini-urban corridor' linking Fraser Street to the Petra Street District Centre and the Marmion Street Urban Corridor facilitating increased residential development and increasing accessibility to public transport.

Based on Perth and Peel @ 3.5 million transition urban corridors density may be considered at **R30** with a **Suburban Context – Low rise** development streetscape character.

Potential yield for this planning area is estimated at **50** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development.

Medium density 2-3 storey townhouse/villa grouped dwellings built form. There is opportunity for setbacks and heights transitioning on the fringes to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

9.8 Activity Centre/Urban Corridor Catchments: Planning Area H - Osborne/Wolsley/Alexandra Streets vicinity

Rationale

- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Generally within 400m walkable catchment of the Town Centre Neighbourhood Centre and the Canning Highway high frequency bus route.
- Includes a concentration of non-conforming uses which provide significant amount of density development and variety of dwelling types within the Town.
- Potential to formalise higher density codes and possibly continue a similar development pattern throughout this vicinity.

Future Context

A large street block of medium to higher density residential dwellings with accessibility to public transport and close to the Town Centre.

Based on Perth and Peel @ 3.5 million transition urban corridors at a density of **R30-R40** could be considered with a **Suburban Context – Medium-rise** development streetscape character.

Potential yield for this planning area is estimated at **50** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development.

Existing development predominantly exhibits this character and includes **2-3 storeys walk up apartments, town houses and group dwellings**. It is intended to formalise and continue with this built form throughout this area. There is opportunity for setbacks and heights transitioning on the fringes to provide a sensitive interface with established suburban areas and incorporating heritage properties into overall design concepts.

9.9 Activity Centre/Urban Corridor Catchments: Planning Area I - South of Alcester Street

Rationale

- Identified in the Town of East Fremantle Housing Capacity Study (2018).
- Within 400m walkable catchment of the Town Centre Neighbourhood Centre and the Canning Highway high frequency bus route.
- A number of properties have already been developed at a higher density.
- Potential to formalise higher density codes and possibly continue a similar development pattern throughout area.

Future Context

A medium density residential development with increased dwellings having accessibility to public transport and being close to the Town Centre.

Based on Perth and Peel @ 3.5 million transition urban corridors a density of **R30** could be considered with a **Suburban Context – Low-rise** development streetscape character.

Potential yield for this planning area is estimated at **50** additional dwellings under this scenario and will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development.

Townhouse/villa grouped dwellings/terrace development at 2 storeys built form and incorporating heritage properties into overall design concepts. Some existing development in this area already exhibits this character.

Planning investigations for the Town Centre may also include this planning area.

9.10 Proposed Future Urban: Planning Area J - Leeuwin Barracks.

Rationale

The Leeuwin Barracks site on Riverside Road is a possible development opportunity that has arisen as the land has been reported as no longer required for Department of Defence purposes. To provide the new owner and the Town with a guide for future planning over the site, the Town and the Department of Defence, oversaw development of a non-statutory Vision Plan (endorsed by Council in December 2016) which includes possible development of approximately 1,440+ apartments.

The Department of Defence is progressing planning activities, in consultation with the State government and the Town.

Future Context

Land use is proposed to significantly change from public purposes defence force barracks to a new residential neighbourhood with small-scale supporting community and commercial facilities.

A variety of densities is expected to support approximately **1,440 dwellings** predominantly with a **Suburban context - Medium-rise residential** streetscape character and potentially it could include some **Urban context - Higher density residential** development.

The Leeuwin Barracks is to be a neighbourhood with a parkland landscaped residential setting that includes a diversity of group housing and apartment developments up to **3-4 storeys**; some mid-rise **terrace style housing and walk-up apartments**; and potentially some built form as **tall apartment** developments in landscaped streetscapes. The area may include mixed use developments that are compatible with the residential character of the area.

Streetscapes have a landscaped character with good connections to the Swan River foreshore and nearby recreational areas. Built form patterns

are defined by overall scale of the streetscape and new development should respect the built form of existing adjacent neighbourhood development and existing heritage buildings on site.

A **Medium rise neighbourhood centre** may include residential, community facilities, local shopping and commercial activities. It will have a compact and cohesive urban form that complements the surrounding residential character in scale and style. New development should contribute to the public realm by enhancing and activating the streetscape and contributing to creating a distinct and appealing character for the centre.

10 References

Part 1 and 2

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- SPP 3.5 Historic Heritage Conservation, 2007
- SPP 3.6 Development Contributions for Infrastructure, 2009
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- SPP7 Design of the Built Environment, 2019
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- Liveable Neighbourhoods, 2009
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- Position Statement: Residential Accommodation for an Ageing Population, WAPC, 2020

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- LPP 3.1.6 – George Street Heritage Area, 2020
- LPP 3.1.7 – Wood Encouragement Policy – Council, 2017
- LPP 3.1.8 – Wood Encouragement Policy – General, 2017
- LPP 3.9 – Percent for Public Art, 2018

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**TOWN OF EAST FREMANTLE
LOCAL PLANNING STRATEGY
(advertised 2021)**

SCHEDULE OF SUBMISSIONS

	NAME AND ADDRESS OF SUBMITTER	PROPERTY SUBJECT OF SUBMISSION (IF RELEVANT)	SUMMARY OF THE SUBMISSION (Note: Not necessarily verbatim)	TOWN OF EAST FREMANTLE RESPONSE
1	Ross McCulloch Tourism WA GPO Box X2261, Perth WA 6847	NA	No Comment.	Recommendation: No modification proposed.
2	Simon Hancock 55 Fraser Street, East Fremantle WA 6158	Lot 133 (No. 55) Fraser Street, East Fremantle.	<ul style="list-style-type: none"> • The ability for Council to meet short term dwelling targets under the current proposed draft strategy seems unlikely with the current approach. The strategy has too much focus on yielding infill on a long-term high density and needs to take a more innovative approach for increased infill to meet short term dwelling targets. • The strategy does not adequately provide for higher low and medium density infill development. Nothing in the current proposed planning strategy indicates a desire to provide the medium density housing type option in the short, medium or long term and it prefers to focus efforts on high rise high density dwelling types. • Much focus has been placed on Leeuwin Barracks development. It should be removed and considered as a special planning consideration in the future when more certainty can be placed on its development. Treat Leeuwin Barracks development site separate to current short- and medium-term needs with a standalone strategy or plan once adequate community engagement and state government decisions to sell the land has been concluded. • Consider mandating rainwater collection on all new developments and offer subsidies for environmentally conscience developments to encourage, rainwater collection and use, grey and black water recycling and water wise gardens etc. • Non-conforming and noncomplying higher density residential unit sites provide a significant amount of density development and variety of dwelling types within the Town. In order to protect their important function, it may be fortuitous to bring them into compliance, or increase density codes to ensure future replacement developments of a similar density. • It is proposed for lots in the Preston Point precinct (sic) to increase density from R12.5 and R17.5 to R20 or implement a dual density code of R20/30 for properties located within 750m walking distance to high frequency public transport routes along Canning Highway, in the short to medium timeframes. • This could be achieved by allowing for spot rezoning, or dual coding where performance criteria are met (including protection of heritage and streetscape values, use of common crossovers for battle axe lots). • Investigate alternative solutions/strategies for lot owners to apply for increased density up to or equal to their adjacent/neighbouring lots for conformity. This will allow owners to capitalise on their investment and provide more diverse housing options to the community. • Increasing development potential in the suggested area is supported for the following reasons: <ul style="list-style-type: none"> – R20 density is more consistent with other lots in the metropolitan area. – Opportunity for greater housing diversity and choice. – Low scale infill of low to medium density was supported by the local community in previous advertised draft planning strategies where R12.5/40 was proposed. 	<p>Recommendation:</p> <ul style="list-style-type: none"> • Include an additional action in Part 1, Table 2, Planning Direction 1 that as part of the local planning scheme review process, Council may consider proposals for additional areas for infill development further to those identified in the strategy, provided they relate to groups of properties or single larger development sites (rather than multiple applications relating to individual lots) and it can be demonstrated that the capacity of service infrastructure could support this and the principles of urban consolidation are upheld. Other considerations would include effects on traffic/access; streetscape; surrounding character and transitioning density; heritage and privacy/views. <p>Comment:</p> <ul style="list-style-type: none"> • The submitter's comment is not supported with regard to meeting short term additional dwelling targets as 265 additional dwellings are expected in the next five years. Current proposals already in the development pipeline are expected to result in at least 120 dwelling units within the next five years. It is acknowledged that these are higher density apartment dwelling units. <p>A focus of the Draft LPS is to encourage growth in areas that currently have the potential to accommodate higher density yet have not taken up the opportunity. However, it is also expected that of the further 145 dwelling units expected in the short term, this will include some incremental small scale lower density development together with ancillary dwellings.</p> <ul style="list-style-type: none"> • The submitter's comment is not supported with regard to inadequate low and medium density infill development. <p>Indicative context and character types for planning areas are suggested in the Draft LPS as a basis for further investigation providing housing choice and diversity in response to community needs.</p> <p>Whilst higher density apartments are suggested for the Activity Centre Planning Areas A and B (Petra Street District Centre and the Town Centre), higher low density and medium densities are suggested for the Urban Corridors and Activity Centre/Urban Corridor catchment Planning Areas C, D, E, F, G, H and I (along Canning Highway, Marmion Street, Petra Street, Osborne/Wolsely vicinity and Alcester Street South).</p> <p>It is expected that some development will occur over the short, medium and long term in all of the abovementioned planning areas, with the</p>

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			<ul style="list-style-type: none"> - Opportunity to redevelop sites with older housing stock (whilst maintaining heritage) to provide more housing, greater efficiency/sustainability and fit in with current built form. - Opportunity to achieve short/medium term dwelling targets and opportunities for residents to develop/subdivide existing large blocks to meet this demand without having to sacrifice community values. - Provides diversity and housing choice and attracts young families. - A significant amount of housing stock is equivalent density to R20 and otherwise considered "Non-Conforming". By changing R12.5 and R17.5 to R20 or higher it will reflect current subdivision pattern within this area especially along Fraser and Pier Street. There is already a mix of housing options in this area with side by side developments, battle axe and large mansions and several lots do not meet the current R-code criteria. - Opportunity for housing affordability for future generations. Smaller homes (other than apartments) result in lower maintenance, water and power costs. - There are limited medium density options in the Preston Point (sic) area. - Economic benefits for locals, rather than developers. Trying to yield the majority of the infill targets with apartments only affords opportunity to large developers to capitalise on new developments. Local residents should be given a fair opportunity and access to economic and social benefits of infill and increased density. - Many residents are opposed to large high-rise developments. Small scale infill would minimise large developments in a controlled manner, reducing impact to the local community. - This could enable subdivision and development to be considered at a higher density provided certain performance criteria are met. This approach would encourage housing diversity since not all lots in the area would be able to satisfy the criteria necessary for redevelopment and heritage and streetscape values would be protected. - The Richmond and Preston Point area has significantly less heritage stock than other precincts within the suburb and would be preferential to look at increased density (although still low density by definition) as it will have least impact. Considering a large proportion of properties in this area are already at an equivalent R20/R30 density, any new developments in R20 would not impact character, amenity, or charm. - Battle axe subdivisions are consistent with the majority of current non-conforming subdivision pattern within the Preston Point (sic) and Richmond Precinct which allows for retaining houses and building small scale developments for local residents. - By allowing battle axe subdivisions owners are more likely to retain the original street front homes if they contain significant capital or heritage value and this will ensure that present built form and leafy green character is maintained. - Can achieve short term housing targets when lot owners take the initiative to pursue a small-scale low-density development in this area which requires little additional planning effort. - Makes good use of, but does not overburden, existing infrastructure by promoting more sustainable design and developments above and beyond minimum design codes. 	<p>exception of Planning Area D (Canning Highway - Mixed Use) where development is more likely to occur in the medium and long term.</p> <p>The Draft LPS includes areas such as Osborne/ Wolsely vicinity and Alcester Street South as investigation areas for consolidation, where these non-conforming developments are located within close proximity of each other (formalising higher density and also upcoding those properties in between).</p> <p>Investigation areas along Marmion Street and Petra Street are identified as possible low/medium density, a continuation of similar existing non-conforming subdivision pattern. Development is more along the lines of battle axe lots currently, however, there may be potential for semi-detached built form.</p> <p>There is currently a substantial number of medium density properties coded R30 within the Riverside Precinct and a smaller amount in the Richmond and Richmond Hill Precincts and this is not proposed to change. Additional medium-high density residential properties currently exist along Canning Highway (split codes of R12.5/40 and R20/40). Whilst most of the R30 coded properties have been developed to this density, many of the properties with split codes have not been developed to their full potential and these are proposed as planning areas.</p> <ul style="list-style-type: none"> • The Draft LPS recognises that development of the Leeuwin Barracks is not certain and therefore considers two different growth scenarios: Scenario 1 - with Leeuwin development; and Scenario 2 – without Leeuwin development. Even under Scenario 1, it has been demonstrated that dwelling targets can be met. <p>As mentioned previously above, current proposals already in the development pipeline alone are likely to result in approximately 120 additional dwellings within the short term. Other dwellings anticipated in the planning areas, but yet to be investigated and planned for more fully, amount to a further 145 over that timeframe. These figures are the same for Scenario 1 and 2.</p> <p>If Leeuwin Barracks redevelopment is to eventuate, delivery of dwellings would not be expected to commence until some years post 2025 and has not been counted in the short term totals.</p> <ul style="list-style-type: none"> • Whilst the Town supports sustainability measures, it does not consider it to be the role of Local Government to subsidise and mandate for water conservation in the manner proposed by the submitter. <p>The Town officially recognised the Climate Change Emergency and in 2020 commenced development of a Community Climate Action Plan (CCAP) to determine methods and actions to mitigate and adapt the impacts of</p>

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				<p>climate change. It will consider further sustainability measures within the planning framework in its ongoing investigations.</p> <p>At this point, the Town leads by example by employing water saving measures in its operations and practices within the public arena. The Town was recognised as a Waterwise Council in 2020 and has adopted a Waterwise Pool & Spa Cover Policy (February 2021) and a Verge Treatment Policy (July 2021).</p> <ul style="list-style-type: none"> • The submitter’s comment regarding formalising existing nonconforming higher density development is supported by an action in the Draft LPS to carry out as part of the local planning scheme review process (refer to Part 1, Table 2, Planning Direction 3, Action x.). Planning Area H and Planning Area I will specifically investigate this as an option. This action however, only refers to non-conforming multiple dwellings and does not include grouped dwellings. • The submitter is requesting that a specific planning area also be identified for this purpose in the vicinity of Fraser and Pier Streets, and this has not been supported by the Draft LPS. • The submitter’s request to increase density from R12.5 and R17.5 to R20 or implement a dual density code of R20/30 for lots in the Preston Point precinct* (sic) located within 750m walking distance to high frequency public transport routes along Canning Highway, in the short to medium timeframes is not supported. <i>(*Note: There is no Preston Point ‘Precinct’. It is thought that the submitter may be referring to the Preston Point ‘Ward’. Richmond and Richmond Hill are Residential Design Guidelines Precincts in this vicinity).</i> <p>The previous draft local planning strategy 2014 showed R12.5/40 proposals for some selected parts of the Richmond and Richmond Hill Precincts with the balance of R20 for these precincts.</p> <p>Amendment No. 10 to Local Planning Scheme No. 3 proposed to formalise this through the local planning scheme, however, this part of the amendment was not supported by the WAPC and the R12.5 coding remained for the majority of properties as no changes were made to the Richmond or Richmond Hill Precincts densities.</p> <p>Amendment No. 11 successfully saw the change in density of selected properties in the Richmond and Richmond Hill Precincts from R12.5 to R17.5 (was proposed R20 in Amt 10 to align with changes to decrease the minimum R Codes site area). No split codes were forthcoming for the other properties.</p> <p>Local Planning Scheme No. 3 currently allows for R20 development on properties located on a corner with an R12.5 coding and there are no proposed actions to change this.</p> <p>In the Richmond Precinct, a split code of R12.5/40 is already included along Canning Highway. This is also part of an investigation area (Planning Area D)</p>

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				<p>for further urban consolidation that may see higher density outcomes in the future.</p> <p>Within the Richmond Precinct, there is a substantial amount of existing non-conforming higher density developments and some further developments are also located in Richmond Hill. The Draft LPS proposes to consider formalising higher densities for these developments that already exist.</p> <p>The Draft LPS does in fact show some of the Richmond Precinct properties previously proposed as higher density split codes in previous draft local planning strategy 2014 (not approved) as being within areas for investigation for urban consolidation. These have been identified for investigation as potential higher low to medium density and include part of Planning Area G (Petra Street), Planning Area H (Osborne/Wolsely Vicinity) and Planning Area I (Alcester Street South). Further investigation is required to determine whether this may result in split coding or some other planning mechanism.</p> <p>Existing servicing capacity is also a constraint to development in the Richmond Hill and Richmond Precincts. Water supply for this area is limited and the system is relatively sensitive to any large or unplanned increases in development demand. The Water Corporation has no long term plans to build more elevated storage tanks at this site. Any discernible density development would require further investigation with the Water Corporation to test against the capacity of the elevated water scheme, which the Water Corporation considers unlikely to cope.</p> <p>The Water Corporation has also advised that it will need to test the implication of any density code increases or zoning changes against the modelled capacity of the Fremantle sewerage network and the receiving pump stations.</p> <ul style="list-style-type: none"> • Ancillary dwellings provide for some additional accommodation without rezoning/recoding. Recent amendments to the R-Codes means there is no longer a requirement for a certain parent lot size or plot ratio for the ancillary dwelling. Ancillary dwellings are expected to continue to be developed throughout the Town providing diversity and an alternative form of housing for residents to age in place. • The Draft LPS also recognises the need for the planning framework to better address residential accommodation for the aged and will consider land use definitions and permissibility for this type of accommodation as part of the scheme review process. (refer to Part 1, Table 2, Planning Direction 3, Action xii.) • Investigation areas along Marmion Street and Petra Street (Planning Areas F and G) are identified as possible low/medium density, a continuation of similar exiting non-conforming subdivision pattern. Development is currently in the form of battle axe lots, however, there may be potential for

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				<p>semidetached type built form. It is anticipated that the Draft SPP 7.3 Residential Design Codes Vol. 1 – Low and Medium Density will soon be finalised. Additional development possibilities may also eventuate under the draft medium density codes.</p> <ul style="list-style-type: none"> The Draft LPS also recognises the importance of the single family home in assisting young and growing families. It proposes to maintain a healthy stock of single family homes to attract and maintain younger residents. The general principles put forward by the submitter are generally supported and considered to be sound planning considerations. A number of these have been employed within the Draft LPS, however, water servicing is currently a major constraint to increased density in the Richmond Hill and Richmond Precincts. <p>The Town may be prepared to consider increased density of a similar nature to the pattern already established on some properties in the general vicinity of Fraser and Pier Streets if it can be demonstrated that the capacity of service infrastructure could support this and the principles of urban consolidation are upheld. Other considerations would include effects on traffic/access, streetscape, character, heritage and privacy/views. Significant additional dwelling numbers would not be expected as a result.</p> <ul style="list-style-type: none"> The recommendation to include an additional action in Part 1, Table 2, Planning Direction 3 allows for consideration of further opportunities that may become available that are not within the identified planning areas yet may have some merit as urban infill areas provided however, they are well planned for and can be readily serviced.
3	Leigh Ashby Town of Mosman Park PO Box 3, Mosman Park WA 6012	NA	No Comment.	Recommendation: No modification proposed.
4	Phil Oorjitham Health Department of WA PO Box 8172, Perth Business Centre WA 6849	NA	<ul style="list-style-type: none"> No objection. The Town should use this opportunity to minimise potential negative impacts from future increased density developments - such as noise, odour, light and other lifestyle activities. Consider incorporation of additional sound proofing / insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures such as ensuring adequate ventilation requirements for wet areas. 	Recommendation: No modification proposed. Comment: <ul style="list-style-type: none"> No objection from the Health Department of WA is noted. The submitter's suggestions to incorporate controls to minimise potential impacts from future increased density developments is addressed by Actions x. and xi. In Part 1, Table 7, Planning Direction 5. At the time of developing precinct plans and local development plans for new density development, consideration will be given to whether it is necessary to incorporate additional requirements in this regard.
5	Rebecca Curry Public Transport Authority Public Transport Centre, West Parade, Perth WA 6000	NA	<ul style="list-style-type: none"> Transperth supports higher density residential development within walking distance of Canning Highway and Marmion Street (major transport corridors) as this is conducive to the operation and potential growth of the Transperth network. <i>In relation to: Part 1, Table 7, Planning Direction 2., Action: In collaboration with PTA and other stakeholders support increased frequency and quality public transport options and extended service to the Preston Point Precinct (Preston Point Road North Recreation Precinct and future Leeuwin Barracks development).</i> 	Recommendation: Proposed modification as follows: <ul style="list-style-type: none"> Modify Part 2, Section 8.1.6 to reflect the updated frequency details for Route 910 as advised in the Public Transport Authority submission. Modify Part 2, Section 8.1.6 to reflect the updated frequency details for Route 915 and to identify this as a high frequency bus route as advised in the Public Transport Authority submission.

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			<ul style="list-style-type: none"> • Transperth currently operates two high frequency bus routes in the East Fremantle local government area with route and frequencies listed below. <ul style="list-style-type: none"> - The Route 910 along Canning Hwy operates between Fremantle Station and Perth Busport via Canning Bridge Station and Victoria Park Transfer Station. <ul style="list-style-type: none"> - Monday to Friday (5am-midnight) <ul style="list-style-type: none"> o 5-7 minutes peak; 10-15 minutes interpeak; 30 minutes late night. - Saturday (6am-midnight) <ul style="list-style-type: none"> o 15 minutes; 30 minutes late night. - Sunday (7am-11pm) <ul style="list-style-type: none"> o 15 minutes; 30 minutes late night. - Route 915 along Marmion Street between Fremantle Station and Bull Creek Station via Booragoon Bus Station. <ul style="list-style-type: none"> - Monday to Friday (6am-midnight) <ul style="list-style-type: none"> o 5-10 minutes peak; 15 minutes interpeak; 30 minutes late night. - Saturday (7am-11pm) <ul style="list-style-type: none"> o 15 minutes; 30 minutes late night. - Sunday (730am-1030pm) <ul style="list-style-type: none"> o 15 minutes; 30 minutes late night. • These services provide a high level of service to key destination and transport nodes into the surrounding areas. Transperth does not currently have any significant plans to increase these services nor introduce additional routes along these major transport corridors. • In addition, Transperth Route 111 operates as a peak service providing additional coverage for Canning Highway. • The Route 148/158 also operates via Preston Point Road between Fremantle Station and Elizabeth Quay Bus Station via Canning Bridge Station. As mentioned, changes to the route alignment to service the Leeuwin Barracks redevelopment may be considered in the future, however significant development and increased passenger demand would need to occur. • As mentioned, the PTA’s long-term plans for a future bus station at Canning Bridge will result in changes to the surrounding bus network, however it is unlikely there will be significant increases in frequency for services in the East Fremantle local government area in the immediate future. <p><i>In relation to: Part 2, 8.1.6 Public Transport (p.84)</i></p> <ul style="list-style-type: none"> • Please refer to comments provided above for updated increased frequency for Route 910. It is unlikely this will have any more significant increases as advised in the preliminary findings from the draft ITMMS (Active Transport Plan). • Route 915 is now considered a ‘high frequency’ bus route, updated frequencies have been provided above. • The northbound bus lane on the Kwinana Freeway has already been removed. There is only the southbound bus lane. 	<ul style="list-style-type: none"> • Modify Part 2, Section 8.1.6 to reflect the updated details for the northbound bus lane on the Kwinana Freeway as advised in the Public Transport Authority submission. <p>Comment:</p> <ul style="list-style-type: none"> • Transperth’s support of the Draft LPS following principles of higher density residential development within walking distance of Canning Highway and Marmion Street is noted. • It is noted that changes to the Route 148/158 alignment to service the Leeuwin Barracks redevelopment may be considered in the future in response to increased passenger demand however, the Town also supports possible increase of frequency and extension of services for this route to provide public transport options for the Preston Point Road North Recreation Precinct.
6	Phillida Rodic City of Fremantle PO Box 807, Fremantle, WA 6160	NA	<ul style="list-style-type: none"> • The City of Fremantle has no objection to the broad direction and recommendations contained within the draft strategy. In particular, the City supports the recommendation to apply building height limits and setbacks in Planning Areas E and F, to provide a sensitive interface with the established suburban areas within the City of Fremantle, and identification of traffic management and consolidated access as important design considerations. • The Fremantle Council has resolved to update its local planning strategy but does not currently have any plans to amend the zoning in the opposing areas. • As a minor point, the designation of the Canning Highway – East Street intersection as a strategic entry point is queried: from an urban design perspective, we’d suggest that the two bridge gateways provide more genuinely strategic entry points, with this a lower order gateway / corridor node (which just happens to be our administrative boundary). 	<p>Recommendation: No modification proposed.</p> <p>Comment:</p> <ul style="list-style-type: none"> • No objection and support from the City of Fremantle is noted. • The Draft LPS reference to the East Street/Canning Highway intersection as a strategic entry point is considered to be a more subtle entry point into the Town of East Fremantle to signify the change in municipal boundaries. The Fremantle traffic bridge is a major public structure that is likely to remain the focal entry gateway point for the City of Fremantle.

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7	Hannelie Evans Department of Communities 169 Hay Street, Perth WA 6004	NA	<ul style="list-style-type: none"> The Department of Communities (Communities) supports the Town of East Fremantle (the Town) in the preparation of the Local Planning Strategy (the Strategy). Communities acknowledges the efforts required to manage tensions between existing character resulting from the high number of heritage-recognised buildings set in a leafy, low-density residential area and future residential densities, typologies and strategies conceived to support population growth supported by transport infrastructure. Communities is committed to connect people to homes. The WA Housing Strategy 2020-2030 recognises that a home is more than a roof over our heads. It provides a foundation for sustainable communities, connecting people to opportunities through social integration and economic participation. The lack of housing diversity and the ability to easily adapt homes is restricting the agility of the WA Housing system to keep pace with changing demands and conditions. To deliver a housing system that underpins individual, family and community wellbeing, the strategy is focussed on five areas: <ul style="list-style-type: none"> Supply – A choice of homes for people of all cultures, ages, incomes and circumstances Design – Communities and homes designed for now and the future Housing literacy – Empowerment to make housing decisions Access- Access to homes that meet individual and household needs Housing pathways- Ability to move homes easily when it is necessary to change. <p>With the above in mind, Communities wishes to provide the following comment and feedback on the Strategy.</p> <ul style="list-style-type: none"> <i>Chapter 2: Community, Urban Growth and Settlement.</i> Communities supports the Town’s direction to deliver density and change in strategic locations at the Petra Street District Centre, the Town Centre and along the Canning Highway and Marmion Street corridors. The delivery of more detailed planning for targeted areas will support the ability to deliver the desired mix of density and product. <p>Communities supports the development of precinct planning that will encourage residential development within and surrounding activity centres, and along transport corridors. Bringing people closer to business will support local trade. It gives residents good access to services and employment opportunities, ultimately supporting affordable lifestyles.</p> <ul style="list-style-type: none"> <i>Diverse housing outcomes:</i> The focus on the delivery of diverse housing outcomes is strongly supported. The Background document in Section 4 provides a demographic analysis and highlights the above average older population and ‘empty nesters’ residing in the Town. Strategies, including possible changes to the local planning scheme to encourage and support the delivery of suitable homes for the aged is supported. The majority of older Western Australians want to live in communities they know, with the support of families and friends. <i>Liveable designs:</i> Guidelines provided in SPP 7.3 that require new apartments to meet Liveable Housing Design guidelines will greatly assist in providing suitable housing options for those with special needs. 	<p>Recommendation: Proposed modification as follows:</p> <ul style="list-style-type: none"> Include an additional action in Part 1, Table 2, Planning Direction 3 to consider development of a local planning policy for ancillary dwellings which includes minimum development standards based on liveable design principles to support both the ageing population and people with special needs to live within the local area. Modify Action xii. In Part 1, Table 2, Planning Direction 3 to include reference to ensuring the continuation of existing residential accommodation for ageing population that is currently permitted as Additional Uses in the local planning scheme. Include an additional action in Part 1, Table 2, Planning Direction 3 to positively engage with the Department of Communities to encourage and support the upgrading/redevelopment of social housing properties within the Town (for example No. 50 Alexandra Road) to ensure more efficient use of landholdings and improve streetscapes and social housing outcomes. Modify Part 1, Table 2, Planning Direction 3, Action xi. to include reference to providing for a variety of housing types according to general population needs, as well as advocating for special needs of smaller groups within the community, to guide the precinct planning process. <p>Comment:</p> <ul style="list-style-type: none"> The Department of Communities support of the Draft LPS is noted. The submitter’s comment and feedback regarding minimum liveable design standards to support people with special needs in lower density housing is supported. It is recommended that an action be included in the strategy to consider development of a local planning policy for ancillary dwellings which includes minimum development standards based on liveable design principles. The submitter’s comment and feedback encouraging the Town to explore options to incentivise specialised disability accommodation is noted. <p>The local planning scheme currently allows for development of a “Residential Building” use in the Mixed Use, Special Business and Town Centre Zones and the Special Zone – Royal George Hotel and there are no intentions to change this. Aside from the Special Zone – Royal George Hotel, land within all of the other zones mentioned are included within planning areas.</p> <p>Furthermore, a number of aged persons accommodation premises are permitted as Additional Uses under the local planning scheme.</p> <p>The Draft LPS includes developing desired character context guidelines for the identified planning areas throughout the Town in collaboration with the local community. Appendix A2 - Streetscape character types of SPP 7.3 – R-Codes 2 is to be used as a base to provide for a variety of housing types according to needs and to guide the precinct planning process. (refer Part 1, Table 2, Planning Direction 3, Action xi.)</p> <ul style="list-style-type: none"> The submitter’s comment and feedback encouraging the Town to explore options and opportunities for the delivery of affordable housing is noted. The Town is not in a financial or administrative position to deliver and manage affordable accommodation.

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			<p>Communities will encourage the Town to explore and incentivise the construction of single residential dwellings that include minimum liveable design standards to allow and support people with disabilities to live within the local area. The Town identifies the opportunities of ancillary dwellings to contribute to the available housing stock. The adoption of liveable design principles for these homes will support both the ageing population and people with disabilities.</p> <ul style="list-style-type: none"> • <i>Specialist disability housing:</i> The Town is further encouraged to explore options to incentivise specialised disability accommodation. This will assist in the rollout of the NDIS and provide those with special needs the same opportunities to live within the local area. • <i>Affordable housing:</i> The lack of housing affordability impacts households of all types and ages, including young people, key workers and families that cannot secure affordable accommodation close to their place of work. The Strategy gives limited attention to this barrier restricting people to access homes to buy and rent. The Town is encouraged to explore affordable housing options and opportunities to encourage the delivery thereof. • Community facilities provide opportunities to deliver community services and greater connection across all community groups. The Town has identified the need for a multipurpose centre to provide a range of flexible-use opportunities. The Town is encouraged to ensure that the facility and public realm that supports these facilities is designed to provide access to people of all abilities. Communities suggests that a range of people with disabilities be engaged and consulted in the design and development process to ensure that these groups are appropriately considered. • <i>Chapter 5: Infrastructure</i> The lack of adequate transport presents much greater challenges and barriers to people with a disability and/or special need. Inadequate or unsuitable transport options can limit opportunities for people with special needs to engage in everyday activities and their local communities or may require them to travel further afield to participate in education, training, and recreational activities. <p>In Table 7 – Infrastructure – planning direction for actions for Planning Issue/opportunity No. 6 Transport, Communities encourages the Town to adopt universal access as a key principle to ensure that the needs of everyone including, families with prams, young children, people with temporary or permanent disabilities and seniors are considered.</p> <p>This will ensure that inclusive accessibility principles will be considered in future at a more detailed level of planning and design.</p>	<p>However, the Town provides a range of care services to the frail, aged and persons with disabilities (enabling continuation to live in their own homes) through the Neighbourhood Link Commonwealth Support Program</p> <ul style="list-style-type: none"> • Draft redevelopment principles for the Leeuwin Barracks site (developed by a collaborative working group across three government levels, however, not yet finalised) have identified the need to provide for diverse, accessible and affordable housing options in the future detailed planning of this site, should the land be no longer required for defence purposes. Once finalised, these principles will guide any future planning processes. • A number of social and disability housing options already exist within the Town which are owned and operated by the Department of Communities and the Department of Health. One example is a block of units at No. 50 Alexandra Road which is considered as having potential as a site for redevelopment. It is recommended that the Town continue to positively engage with the Department of Communities to encourage and support the upgrading/ redevelopment of this site to make more efficient use of this large property and to provide an improved streetscape and social outcome in this area. • The submitter’s comment and feedback suggesting that a range of people of all abilities be engaged and consulted in the design and development process for the multipurpose centre facility and public realm that supports this (East Fremantle Oval Precinct redevelopment) is noted and supported. <p>The Town has adopted the Disability Access and Inclusion Plan 2020-2025 and its Disability Access and Inclusion Policy Statement includes: “...consulting with people with disability, their families and carers and where required, disability organisations to ensure that barriers to access and inclusion are addressed properly.”</p> <p>The Town’s policy to improve access to its services, buildings and information is based on seven desired outcomes that provide a framework for improving access and inclusion for people with disability in the Town.</p> <p>The project scope of works for the East Fremantle Oval Precinct redevelopment specifies developing designs that provide appropriate access for people with a disability and the employment of a Disability Access Consultant to achieve compliance with the Disability Discrimination Act and the Town’s Disability Access and Inclusion Plan.</p> <ul style="list-style-type: none"> • The submitter’s comment and feedback encouraging the Town to adopt universal access as a key principle In Table 7 – Infrastructure – planning direction for actions for Planning Issue/Opportunity No. 6 Transport, is noted and has been addressed in the Town’s Draft Integrated Traffic Management and Movement Strategy.
8	Charles Mangion Department of Defence PO Box 7925,	Leeuwin Barracks site – Lots 4785, 4787, 4938, 5297, 5376, 8355, 8356 and 8357 Riverside Road, East Fremantle	<ul style="list-style-type: none"> • Defence notes the draft Planning Strategy includes a recommendation to investigate a rezoning of land currently occupied by Leeuwin Barracks. It is understood that the rezoning of this land was dependent on the disposal of Leeuwin Barracks. 	<p>Recommendation: Proposed modification as follows:</p>

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	Canberra BC ACT 2610	and Lot 4786 Wauhop Road, East Fremantle.	<ul style="list-style-type: none"> Defence has temporarily suspended the disposal of Leeuwin Barracks in order to allow for a study of the long-term Defence estate requirements in the Perth and Fremantle region. The study is expected to be completed by the first quarter of 2022, and pending the findings, Defence will inform Council and the community about the outcome for the future use of Leeuwin Barracks. Defence recommends at this time that the Leeuwin Barracks site not be identified as 'Potential Future Urban' in the draft Planning Strategy (Note: this was an initial submission recommendation that has now been superseded by the following). In relation to reference to the Planning Area J – Potential Future Urban, to include the words: <i>"pending disposal by the Department of Defence"</i>. 	<ul style="list-style-type: none"> Modify the Local Planning Strategy Map to include the following wording <i>"Potential Future Urban – Planning Area J (pending disposal by the Department of Defence)"</i>. Modify wording references to the Leeuwin Barracks site generally throughout Part 1 and Part 2 strategy reports to: <ul style="list-style-type: none"> include the current advice from the Department of Defence regarding the suspension of the land disposal and the study into the long-term Defence estate requirements in the Perth and Fremantle region; emphasise that the Leeuwin Barracks site is supported as "Possible Future Urban" and as a Potential Future Urban planning area provided that the land is no longer required for defence purposes; and state that this may be reviewed pending the outcome of the Department of Defence study. Modify the wording in Part 1, Table 2, Planning Direction 2 to include reference to support the Leeuwin Barracks as a potential future urban area being dependent on Department of Defence choosing to dispose of the land. Modify Action viii. in Part 1, Table 2, Planning Direction 2 to state that the Town will continue to work with the Department of Defence and State Government agencies to progress amendments to the MRS and local planning scheme to rezone the Leeuwin Barracks site to Urban and Urban Development (or similar) respectively, pending advice from the Department of Defence that it wishes to continue with the disposal of part or all of the land. Include an additional action in Part 1, Table 2, Planning Direction 2 to state that pending the findings of the Department of Defence study, and in consultation with the Department of Defence, the Town is prepared to amend any approved local planning strategy by removing all references to Planning Area J – 'Potential Future Urban' in relation to all or part of the Leeuwin Barracks site and depict all or part of the site as Public Purposes should this be required. <p>Comment:</p> <ul style="list-style-type: none"> Pending the findings of the Department of Defence long-term estate requirements to determine potential availability of the Leeuwin Barracks site for purposes other than defence, the Town considers it appropriate to continue to depict the Leeuwin Barracks site as Potential Future Urban - Planning Area J. Although the Department of Defence has temporarily suspended disposal of the land, the situation supported by the strategy has not yet changed. This being that the site has potential for future urban development in the event that the Department of Defence no longer requires the use of the land for defence purposes. It is therefore recommended that the reference to the site as Potential Future Urban- Planning Area J remain until the outcome of the defence study, after which time this be reviewed. This ensures that if it is later confirmed that the Department of Defence no longer requires the Leeuwin Barracks site for defence purposes and intends to continue with disposal of the land, the planning processes (including amendments to the MRS and local planning scheme and more detailed planning) may continue without further delays. <p>Recommendation: Proposed modification as follows:</p>
9	Adeline Siew State Heritage Council	NA	<ul style="list-style-type: none"> The draft strategy has been considered for potential impact on heritage places and the following advice is given on behalf of Historic Heritage Services, Department of Planning, Lands and Heritage. 	<p>Recommendation: Proposed modification as follows:</p>

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	Locked Bag 2506, Perth WA 6001		<ul style="list-style-type: none"> It is encouraging to see a strong consideration of heritage within the proposed Strategy, including discussion on State Planning Policy 3.5, Historic Heritage Conservation. Under Part 4 Clause 13A of the Planning and Development (Local Planning Schemes) Regulations 2015 a Heritage List and Area under a former Scheme continues under the new Scheme and is taken to be the Heritage List and Area established under Clause 8 and 9 respectively. It is noted that one of the Strategy's immediate actions (within 12 months) is a review of the Local Heritage Survey and Heritage List. We would recommend that this review includes information about significant interiors, as internal work not materially affecting the external appearance of a building is not exempt from the requirement for development approval where it is located in a heritage-protected place and the interior is specified as being of cultural heritage significance in a -Heritage List (Part 7 Clause 61, 5(b)). Although there are six heritage agreements within the Town's boundaries, the Heritage Council is only a party to five of those. It would be more correct to state "six places are subject to Heritage Agreements under the Heritage Act 2018" at page 8 of Part 2 of the Strategy. It is unclear why a reference to the Register of the National Estate is included at page 8 of Part 2 of the Strategy, as this is now an archive of information (and in any case there are more than seven places). The list of places included on the State Register of Heritage Places in the Town of East Fremantle is ten. It should be noted at p49 of Part 2 of the Strategy that places 787, 788 and 24909 are not included individually, but form a part of P789 Public Buildings. Leeuwin Barracks has been identified as a place that warrants assessment for possible inclusion in the State Register of Heritage Places; however, a full assessment of its cultural heritage significance has not yet been finalised. 	<ul style="list-style-type: none"> Modify the wording in Part 2, Section 5.2.3 Heritage Listings to correct the reference to the number of heritage agreements and National Estate listings as advised in the submission from the Department of Planning, Lands and Heritage. Modify Action ii. in Part 1, Table 3, Planning Direction 2. to consider including the following as items to be considered during the local heritage review process: <ul style="list-style-type: none"> significant interiors; and additional site listings or other relevant information following finalisation of the full cultural heritage assessment of the Leeuwin Barracks for inclusion in the State Register of Heritage Places. <p>Comment:</p> <ul style="list-style-type: none"> Support from Historic Heritage Services, Department of Planning, Lands and Heritage is noted. The submitter's advice regarding status of the Heritage List and Heritage Area under a new scheme is noted. The submitter's recommendation that the Town includes information about significant interiors as part of a Local Heritage Survey review is noted and will be considered at the time of review. It is recommended to include this as part of the strategy actions. The reference in Part 2 to the number of heritage agreements and National Estate listings needs to be corrected in accordance with the submitter's advice. In relation to the submitter's query of reference to the Register of National Estate in Part 2, this was included to give background and context to the character and importance of heritage within the Town. The submitter's advice that Leeuwin Barracks has been identified as a place that warrants assessment for possible inclusion in the State Register of Heritage Places is noted. Reference to heritage considerations for this site has already been included in Part 2. The Leeuwin Barracks is currently listed in the Town's local heritage survey (Category A). Should any specific additional sites or relevant information be identified through the State Register of Heritage Places assessment, the local heritage survey should then be updated accordingly.
10	Alex Hemsley Hemsley Planning 168 Stirling Highway, Nedlands WA 6009 (On behalf of Uniting Church Homes)	Lots 88 and 89 (No. 32) Preston Point Road, East Fremantle	<ul style="list-style-type: none"> Supports modification to the Draft LPS to include specific reference to the site as suitable to facilitate infill housing through a medium density R-Code to encourage redevelopment. The site (comprising of two lots) is under single ownership (Uniting Church of Australia). It is presently allocated an 'Additional Use' under Local Planning Scheme No. 3 which has facilitated development at a greater intensity than the underlying Residential R12.5 density. The site is occupied by a Juniper 'Aged Residential Care' facility which provides aged care residential respite high-care (includes 15 residents with dementia-specific needs) and low-care (39 persons in a variety of single occupancy units (SOUs)). The current improvements include ancillary residents' services such as a hair dressing salon. Built in 1978, the improvements no longer meet expectations and further investment is restricted by the high occupancy (54 residents) which detrimentally affects the financial viability of the site as a going concern. Current parking available on-site is inadequate and restricts the efficient operation of the site. The site is adjoined by lots zoned Residential R30 to the west and R12.5 on other lot boundaries. However, the two adjoining sites to the immediate south are developed at a density of R40 each with an average individual lot area of 232m² 	<p>Recommendation:</p> <ul style="list-style-type: none"> As per Submission 2. <p>Comment:</p> <ul style="list-style-type: none"> The recommendation for Submission 2 to include an additional action in Part 1, Table 2 which allows for consideration of further opportunities that may become available that are not within the identified planning areas, yet may have some merit as urban infill areas, provided they are well planned for and can be readily serviced. The subject site is currently zoned Residential R12.5 under the Local Planning Scheme No. 3 with an Additional Use over the land for a Hostel and Ancillary Uses. Whilst an increased density on this land could result in redevelopment of additional residential dwellings, it could also result in the loss of accommodation for ageing persons. The submitter's proposal that the site be identified as a strategic site suitable for infill housing and subsequent rezoning at a higher density in the adopted Local Planning Scheme is supported however, not at a density of R40/R50. The rationale put forward by the submitter supporting increased density to allow for additional residential development is generally supported

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			<p>and 242m². An adjoining lot to the north is developed at a density of R25 despite the underlying R12.5 coding. An increased density to the site would reflect other adjoining development, which also exceeds the underlying R-Code.</p> <ul style="list-style-type: none"> The site should be identified as being a strategic site suitable for infill housing and subsequent rezoning exceeding the base R12.5 density to R40/R50 in the adopted Local Planning Scheme. <p>Reasons:</p> <ul style="list-style-type: none"> Proximity to amenity and high-frequency transport services: <ul style="list-style-type: none"> Immediate walkable proximity to High Frequency Public Transport route Canning Highway – 398m (path of travel); Convenient proximity river road dedicated bike network – 474m (path of travel); Immediate walkable proximity to existing POS Memorial Gardens 33m; Immediate walkable proximity to existing high-quality POS Merv Cowan Park– 270m (path of travel); Immediate walkable proximity to existing high-quality Richmond Primary School and Oval– 348m (path of travel); Immediate walkable proximity to existing high-quality POS Gourley Park– 293m (path of travel); Walkable proximity to existing Town Centre (opposite side of Canning Highway) – 425m (path of travel); Swan River (views); When considering this location relative to figure 7 of Liveable Neighbourhoods the appropriate density allocated to the subject site is ~R50. The high amenity factors in immediate proximity support an increased density being allocated to the subject site. It is afforded a high-level of amenity being located in a strategically significant location in relation Canning Highway being 398m walking distance and approximately the same distance to the Town Centre. With appropriate built form controls, redevelopment of the site will deliver a high quality and improved community outcome. Favourable physical characteristics: <ul style="list-style-type: none"> The site has favourable physical characteristics being a corner lot with three street frontages and sympathetic topography. The site has a topographic fall of approximately 8.5m from the south-east to north-west. This fall is not consistent with the southern adjoining properties which are as much as an additional 3m above the site’s existing natural ground levels. This difference in levels can be used to facilitate a higher yield development outcome with minimal visual and solar access impact on the location’s existing character and amenity and most importantly the adjoining residential properties to the south. With appropriate planning controls achievable through a Local Development Plan (LDP), the existing local topography would facilitate a discrete visual impact being delivered through subsequent development at the increased density. Appropriate development would be physically compatible with the scale and amenity of the locality. Comparably reduced traffic impact: <ul style="list-style-type: none"> To the north, Wolsely Road is 14.88m wide, Preston Point Road is 20.12m wide, whilst Staton Road is 15m wide. The surrounding road network will provide a natural physical barrier between different R-Code densities with the exception of the southern boundary where the subject site is substantially lower than the adjoining properties. These physical separating buffers will mitigate perceived amenity impacts which arise in implementing infill housing in an established area. 	<p>however, the density code of R40-R50 is not considered appropriate in this vicinity.</p> <ul style="list-style-type: none"> The submitter proposes this density based on Figure 7 of Liveable Neighbourhoods which suggests a density of R50 within the walking catchment of a District Centre. This site is within the walking catchment of the Town Centre, which is a Neighbourhood Centre, not a District Centre. Figure 7 of Liveable Neighbourhoods suggests a density of R30-40 in this instance. As part of the scheme review process, the Town may be prepared to consider increased density of a similar nature to the pattern already established on properties in the general vicinity (to the immediate south and west), if it can be demonstrated that the capacity of service infrastructure could support this and the principles of urban consolidation are upheld. Other considerations would include effects on traffic/access, streetscape, character, heritage and privacy/views. R30 density would be preferred to preclude development of multiple dwellings (X use in a Residential Zone where the land is coded R40 and above). It is anticipated that the Draft SPP 7.3 Residential Design Codes Vol. 1 – Low and Medium Density will soon be finalised. The changes relating to R30 density would potentially allow for a yield of 15 single or grouped dwellings and even more if seeking a bonus for small, aged or dependent dwellings (35% site area bonus). Due to the configuration of the subject site, it appears to satisfy Site Category 3 criteria of the codes, which would also potentially allow for a yield of 20 dwellings (local development plan required). This density is in line with the submitter’s proposal. Under an R40 density of the new codes (if finalised), yields would potentially be considerably higher at between 20 (plus bonus) to 30 for single and grouped dwellings, and between 39 to 53 for multiple dwellings. Multiple dwellings are not considered appropriate at this location. The Draft LPS also recognises the need for the planning framework to better address residential accommodation for the aged and will consider land use definitions and permissibility for this type of accommodation as part of the scheme review process. (refer to Table 2, Planning Direction 3, Action xii.). Further to this, and in response to a submission from the Department of Communities, it is recommended to modify Action xii. in Part 1, Table 2, Planning Direction 3 to include reference to ensuring the continuation of existing residential accommodation for ageing population that is currently permitted as Additional Uses in the local planning scheme. Upcoding the subject site (which currently has Additional Use rights) without specifying a requirement to include accommodation for ageing persons may present some variance to the intentions of the LPS actions, in terms of ensuring continuation of supply of this form of accommodation. Any future statutory changes to support redevelopment at a density higher than R12.5 on this subject property, should also include consideration of the Town’s position in relation to providing accommodation for ageing persons. In response to Submissions 15 and 16, it is recommended that the Strategy Map be modified so that the northern boundary of Planning Area I is relocated to the southern side of Wolsely Road and rename this as ‘Planning Area I – South of Wolsely Road’. This would also support the principle of intensification of the subject site.

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			<ul style="list-style-type: none"> Comparable or Reduced Land Use Intensity: <ul style="list-style-type: none"> The existing development on the subject site is a commercial operation, requiring 24-hour staffing, heavy vehicle deliveries and the onsite operation of a commercial kitchen. The impact on the amenity at present is considered to be greater than that anticipated by infill residential development at the density being sought. Anticipated Development Resulting from Improved Zoning: <ul style="list-style-type: none"> The comprehensive development of the subject site at R40-R50 would facilitate a residential group dwelling yield of 18 with a 10% (451m² plus verge space) on-site public open space (POS) contribution area being provided. The yield could be varied if the Town sought a component of Aged and Dependent Person's Dwellings or the provisions of cash in lieu of on-site provision of public open space. <p>(*Note: Graphics were provided as part of this submission)</p>	
11	Louise Fogarty Department of Transport GPO Box C102, Perth WA 6839	NA	<ul style="list-style-type: none"> The Strategy has been reviewed by the Urban Mobility and Freight, Ports, Aviation and Reform teams of DoT. DoT supports the Strategy and provides the below information for your consideration. Long Term Cycling Network DoT notes that the Strategy references the Long Term Cycling Network (LTCN) and advises that information about the LTCN together with an online map is available on DoT's website at Long-term Cycle Network. Parking Management DoT notes that vehicle parking is identified as an issue in the Strategy and that the Town is awaiting the completion of its draft Integrated Traffic Management and Movement Strategy (ITMMS) which will provide guidance. DoT encourages the employment of parking management techniques to moderate demand and efficiently use existing parking supply. Parking guidance documents are available on DoT's website at Transport Planning Guidelines. Measures to accommodate emerging vehicle technology (such as recharge facilities for electric vehicles) are also supported by DoT. Travel Plans to Schools DoT supports travel planning for schools. The Your Move program has a stream specifically aimed at assisting schools on travel behaviour change. Information is available on DoT's website at Your Move programs. 	<p>Recommendation: No modification proposed.</p> <p>Comment:</p> <ul style="list-style-type: none"> Support from the Department of Transport is noted. Availability of online resources relating to the Long-term Cycle Network and parking guidance are noted. The Town is a member of the Your Move Program. In addition, recommendations of the Town's Integrated Traffic Management and Movement Strategy includes encouraging the local primary schools to develop travel plans and other parking management measures in that vicinity.
12	David Read Element PO Box 7375 Cloisters Square, Perth WA 6850 (On behalf of Llagavulin Investments Pty Ltd and Pacific Jg Pty Ltd)	Lot 19 (No. 138) Canning Highway, East Fremantle	<ul style="list-style-type: none"> Support the Town in preparing the Draft Strategy, with some additional considerations in respect to the subject site and its immediate surrounds to improve the development outcomes within the Town Centre and help inform the direction of a new Planning Scheme. Proposal: Include the subject site and its abutting lots bound between Angwin Street, Hillside Road and Preston Point Road within Planning Area B – Town Centre. Reason: The subject site directly interfaces with the existing Town Centre zone therefore there is a direct linkage between both halves of Canning Highway. The Town should explore reconnecting these two halves through well-considered redevelopment outcomes that will help frame the Highway, and gateway to the Town of East Fremantle. The current 3-4 storey height limit drastically limits the redevelopment options for the northern land parcels of the Town Centre which are capable of accommodating more significant scaled development. Redefine the streetscape typology within Part 2 – Background Information and Analysis from Suburban Context – Low to Medium-Rise streetscape to Mid-Rise Urban Centres or Higher Density Residential. 	<p>Recommendation:</p> <ul style="list-style-type: none"> Modify Part 2, Section 9.2 Activity Centre: Planning Area B – Town Centre by including an additional paragraph: <i>Planning investigations for this area should also include how it relates and transitions to the future desired outcomes for adjoining Planning Areas C and D.</i> Modify Part 2, Section 9.3 Urban Corridor: Planning area C – Canning Highway (Mixed Use) by including an additional paragraph: <i>Planning investigations for this area should also include how it relates and transitions to the future desired outcome for adjoining Planning Area B.</i> Modify Part 2, Section 9.4 Urban Corridor: Planning Area D – Canning Highway (Residential) to: <ul style="list-style-type: none"> refer to three different suggested outcomes for various parts of the planning area being R40 density up to 3 storeys generally east of the Town Centre; R60 density 4-5 storeys at strategic opportunity sites; and R60 5-6 storeys north of the Town Centre (between Angwin Street and Preston Point Road); and include a paragraph for the land north of the Town Centre: <i>Planning investigations for this area should also include how it relates and transitions to the future desired outcomes for adjoining Planning Area B.</i>

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			<ul style="list-style-type: none"> Amend the building height to accommodate 8 storeys within Planning Area D – Town Centre. Reason The subject site is situated on an Urban Corridor with surrounding building heights that are well-beyond 3-4 storeys. In this respect there is already a high density context that directly interfaces with the subject site that needs to be given a higher level of regard within the Strategy. A building height of 8 storeys would provide a level of consistency with the existing built form surrounding the subject site. It is further noted, that due to the slope of the site e.g., approximately 3 storeys, the lower density dwellings to the north, will not be directly interfacing with a 'high density' development, rather it would be consistent with the mid-sized development given the slope of the land. A building height of 8 storeys, will also provide some level of additional incentive for existing strata titled developments to redevelop promoting a level of rejuvenation within the Town Centre. At a building height of 3-4 storeys, the development uptake is not substantial enough to promote redevelopment to occur on these sites. The site has excellent access to public transport and local amenities which can accommodate a higher density form of development. This opportunity should not be undervalued through a development of 3-4 storeys, which will further fragment the land and will preclude the ability to achieve any reasonable redevelopment outcomes that are cohesive to the built form and character of East Fremantle. 8 storeys will frame the Town Centre and assist to connect the two halves of Canning Highway. Providing greater building height will assist in framing the urban corridor to provide more opportunity for vibrancy and activation of the Town Centre. The land parcels bound by Angwin Street, Hillside Road and Preston Point Road are provided with immediate rear access. These are the only sites which front Canning Highway which are afforded with this opportunity. Redevelopment of these lots given this rear access, will have less constraints in respect to traffic in comparison to the remaining lots which front Canning Highway. This may ultimately impact the uptake of development along Canning Highway. Furthermore, given this rear loaded access, these sites have a far greater ability to accommodate additional yield, and should be treated independently to other sites along Canning Highway. 	<p>Comment:</p> <ul style="list-style-type: none"> Action i. in Part 1, Table 2, Planning Direction 1., involves carrying out a Canning Highway Urban Corridor Precinct study to identify planning opportunities for development. The submitter has indicated that the subject site is a potential opportunity site available for redevelopment within this precinct. Part 2, Section 9 – Planning Areas states that the exact boundaries of the planning areas may be adjusted as a result of further investigation and detailed planning. <p>Section 9 further suggests that planning investigations for the Planning Area B – Town Centre may also include Planning Area C – Canning Highway (Mixed Use) and part of Planning Area D – Canning Highway (Residential) on the northern side between Preston Point Road and Andrews Road.</p> <p>Therefore, the general principle of the submitter’s proposal to include this section of Planning area D within the Town Centre planning area is not completely out of context with the LPS intentions. However, the submitter’s proposal to change the suggested typology for this land to increase height and density to the extent proposed is not supported at this time.</p> <ul style="list-style-type: none"> The Draft LPS includes developing desired character context guidelines for the identified planning areas throughout the Town in collaboration with the local community. Appendix A2 - Streetscape character types of SPP 7.3 – R-Codes 2 is to be used as a base to provide for a variety of housing types according to needs and to guide the precinct planning process. (refer to Part 1, Table 2, Planning Direction 3, Action xi.) The submitter proposes a Mid-rise urban centre or Higher density residential typology for this area. Appendix A2 - Streetscape character types of SPP 7.3 – R-Codes 2 describes Mid-rise urban centres as typically comprising development up to approximately 6-storeys that has direct street frontage and is often built to boundary; and Higher density residential neighbourhoods as having a predominant built form of tall apartment developments (typically 6 storeys or greater) in landscaped streetscapes with some mid-rise terrace style housing and walk-up apartments. The area may include mixed use developments that are compatible with the residential character of the area. <p>In addition, the submitter proposes a building height of 8 storeys in the Town Centre which is also proposed to be applicable to the land subject to this submission.</p> <ul style="list-style-type: none"> The LPS has recognised that building height may be more suitable in this section of Canning Highway as it relates to the Town Centre core. It is agreed that streetscape typology and building height considerations for this section of Planning Area D – Canning Highway (Residential) could vary from the balance of the planning area given its proximity and relationship with the Town Centre. <p>Whilst there is merit in considering this section of Canning Highway in conjunction with the Town Centre, it is not recognised as part of the Town</p>

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				<p>Centre 'core' and should demonstrate a transition from the core to the existing surrounding land use and built form.</p> <p>More detailed investigation is required in this regard however, Mid-rise urban centre or Higher density residential typology with an 8 storey height limit proposed by the submitter is not considered appropriate to demonstrate such a transition.</p> <p>There is potential to vary the height, density and character streetscape typologies within this planning area. It is recommended to suggest 3 various outcomes within Part 2 of the LPS as a guide to further investigations and future detailed planning accordingly.</p>
13	<p>David Read Element PO Box 7375 Cloisters Square, Perth WA 6850</p> <p>(On behalf of Hanny Properties Pty Ltd)</p>	<ul style="list-style-type: none"> Lot 351 (No. 253) Canning Highway, East Fremantle Lot 804 (No. 89) Petra Street, East Fremantle Lot 2 (No. 257) Canning Highway, East Fremantle Lot 123 (No. 252) Canning Highway, East Fremantle Lot 500 (No. 256) Canning Highway, East Fremantle Lot 356 (No. 87) Petra Street, East Fremantle Lot 357 (No. 85) Petra Street, East Fremantle (Under contract) Hanny Properties are landholders in the City of Melville side of the District Centre including Lot 4 (No. 258 – 288) Canning Highway, Bicton and Lot 96 (No. 279) Canning Highway Palmyra 	<ul style="list-style-type: none"> Generally supportive of the Town progressing the Strategy however, there are some preliminary concerns with the document significantly undervaluing the importance of the District Centre. Proposal: <ul style="list-style-type: none"> Reduce Planning Area G – Petra Street and focus the infill and density opportunities within the immediate catchment of the District Centre as outlined by SPP 4.2. Redefine the streetscape typology within Part 2 – Background Information and Analysis from Suburban/Urban Context to High Density Urban Centre. Amend the building height to accommodate 6-9 storeys (RAC3 – RAC1) directly abutting Canning Highway, within the Petra Street District Centre. Transition building height ranging between 3-5 storeys (R50 – R160) to provide an appropriate interface with lower density coded properties immediately surrounding the Petra Street District Centre. We are strongly against Petra Street being developed for 2-3 storey townhouse/grouped dwelling products. This is inconsistent with Perth and Peel @ 3.5 Million and does not align with the principles of SPP 4.2 with respect to concentrating residential density within a 400 metre catchment of the Centre. For those residents along Petra Street who are not included within the Planning Area, however interface with poorly considered R30 grouped dwellings, as well as receiving no uplift in terms of increased dwelling density potential, is considered to create a negative outcome, whilst not achieving any density that benefits the housing diversity or activity of the area. Density should be concentrated within the immediate surrounds of the Petra Street District Centre. This way the impact of density is not affecting an extensive number of landowners, and for the sites that are rezoned, there is the capability of delivering well-considered developments that provide amenity improvements and community benefits. The concentration of density also enables the appropriate transitional zones to stagger building height so that properties which interface with the up-coded properties are not unduly affected by non-comparable building height. There are ample amenities by way of commercial services, public transport and public open space to service a larger development being constructed in this location. The images provide a high level plan of how building heights may be conceived along Canning Highway. Importantly, the indicative plan also highlights the opportunities to transition density, as a way of preserving lower density housing and local heritage as opposed to being comprised by 'piece-meal' infill 	<p>Recommendation:</p> <ul style="list-style-type: none"> Modify Part 2, Section 9.2 Activity Centre: Planning Area A – Petra Street District Centre by referring to the suggested height on the northern side abutting Canning Highway as 4-5 storeys and 5 storeys on the southern side abutting Canning Highway, which may be supported at 5-6 storeys in the event that the PRR reserve for Canning Highway is reduced by an amendment to the MRS. <p>Comment:</p> <ul style="list-style-type: none"> The submitter's proposal to reduce Planning Area G is not supported. The exact boundaries of Planning Area A may be adjusted as a result of further investigation and detailed planning (refer to Part 2, Section 9 – Planning Areas) The Draft LPS includes developing desired character context guidelines for the identified planning areas throughout the Town in collaboration with the local community. Appendix A2 - Streetscape character types of SPP 7.3 – R-Codes 2 is to be used as a base to provide for a variety of housing types according to needs and to guide the precinct planning process. (refer to Part 1, Table 2, Planning Direction 3, Action xi.) <p>The context and character types for planning areas are indicative and are suggested in the Draft LPS as a basis for further investigation providing housing choice and diversity in response to community needs.</p> <ul style="list-style-type: none"> The submitter's proposal to redefine the suggested streetscape typology for Planning Area A to High Density Urban Centre with a RAC3-RAC1 density and 6-9 storeys height abutting Canning Highway; and R50-R60 density with 3-5 storeys with height transitioning to interface with adjacent residential properties is not supported. <p>Whilst the typology and height proposed may be appropriate to the properties within the City of Melville boundaries, the circumstances for the properties within the Town's boundaries are different and require a less intense development approach.</p>

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			developments along Petra Street. (*Note: Graphics were provided as part of this submission)	<p>It is considered that increased building bulk, scale and height can be more readily accommodated on the eastern (City of Melville) side of the District Centre due to lot size and buffers provided by roads and open space land use. In contrast, the properties on the western (Town) side, immediately adjoin residential land uses (some with heritage significance). Heritage places also exist on the commercial sites and new development will need to be sensitive to these properties.</p> <p>However, there may be potential to increase height to 4-5 storeys on the northern side (in line with what is recommended for the strategic sites along Canning Highway in Planning D) and 5-6 storeys on the southern side abutting Canning Highway (should more land become available through reduction of the MRS PRR reserve for Canning Highway).</p> <p>The maps and graphics provided by the submitter show encroachment into adjoining residential properties, which is not supported without further investigation.</p> <p>A precinct plan will need to be developed for the District Centre where boundaries, density, height and other design matters will be addressed. The Town intends to carry out a Local Commercial Centres Needs Assessment and Strategy which will also guide the preparation of a precinct plan.</p> <ul style="list-style-type: none"> It is noted that MRWA advice regarding the possible future reduction of the PRR reserve for Canning Highway (refer to Submission 18) in this vicinity will affect the land available for development in this planning area.
14	<p>Tayne Evershed</p> <p>Planning Solutions GPO Box 2709, Cloisters Square Perth WA 6850</p> <p>(On behalf of Hall & Prior Health and Aged Care Group and Fresh Fields Projects (WA) No. 1 Pty Ltd.)</p>	Lot 250 (No. 18) Dalgety Street, East Fremantle	<ul style="list-style-type: none"> Established in 1992, Hall & Prior are now one of Australia's leading aged care providers that provide an array of specialist care services, including residential aged care, high needs care, respite care, dementia care, palliative care, in-home care, and young disabled care. Hall & Prior purchased the subject site with the intention of developing a residential aged care facility onsite, with the future redevelopment comprising a high quality centre for healing and wellness, along with high and low care accommodation options for future residents. We submit there should be changes made to the draft LPS to include more specific provisions to encourage residential aged care development on the site. A summary of our submission and recommended changes is as follows: <ul style="list-style-type: none"> Part 2 of the draft LPS should be modified to include specific reference to former Woodside Maternity Hospital site, including land use provisions. Part 1 (Table 2) of the draft LPS, along with the LPS map, should specifically identify the subject site as a suitable site for residential aged care and include a list of appropriate 'Additional Uses'. This will ensure the ultimate development maximises the positive impact it can have on the local community. <p><i>In relation to Section 2.5: WAPC's Position Statement: Residential Accommodation for Ageing Persons</i></p> <ul style="list-style-type: none"> The draft LPS recognises the trend of an ageing population within the Town, noting that the cohort aged between 60 to 84 has increased by 682 persons 	<p>Recommendation:</p> <ul style="list-style-type: none"> Modify Part 2, Section 5.1.2 Diversity - Implications and Responses by including additional wording to state that given the progress and extent of pre-lodgement consultation with the Town regarding the proposed development, refer to the former Woodside Hospital site on Dalgety Street as being considered suitable for aged persons accommodation however, any other additional associated land uses are yet to be determined as suitable at this location. Include an additional action in Part 1, Table 2, Planning Direction 3 to support an amendment to the local planning scheme to provide for residential aged care and independent living complex as additional uses at the former Woodside Hospital site on Dalgety Street and to consider provision for further additional uses associated with these land uses pending further investigation. Modify Action xii. in Part 1, Table 2, Planning Direction 3 to consider inclusion of general development standards and provisions and local planning policy for residential accommodation for an ageing population, in addition to land use definitions and permissibility, as part of the local planning scheme review process. <p>Comment:</p> <ul style="list-style-type: none"> Part 2 Section 5.1.2 - Diversity identifies the progress of the proposed development of the Woodside site for aged persons' accommodation. No formal development application has yet been submitted however, it is

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			<p>between 2006 and 2016. The population forecast for 2026 and 2031 sees these numbers continuing to increase.</p> <ul style="list-style-type: none"> In response, the LPS recognises the WAPC’s Position Statement: Residential Accommodation for Ageing Persons (POS) (at page 19) and provides a series of ‘implications and responses’. We note the POS states that Local Planning Strategies should, amongst other things include “...the identification of specific sites and/ or locations where appropriate.”³ [emphasis added] It is our opinion that the response within the LPS should be more definitive given the apparent existing and increasing demand for aged care services. Table 4 of Part 2 should be amended as follows: <ul style="list-style-type: none"> Rather than ‘considering’ changes to the scheme, the scheme must be amended to include the POS definitions, with Table 1 of the scheme being amended to include the land uses as being capable of approval in a ‘Residential’ zone (ideally a ‘P’ use). Given the former Woodside Maternity Hospital site has been purchased by an aged care provider who is actively progressing a proposal to deliver accommodation and services for ageing persons on site and within the community the LPS must specifically identify the site and recommend a suite of additional uses to facilitate a development that can provide these important services (such as a hub for in-home care and wellness). The scheme should include general development standards and provisions to encourage the development of ageing persons’ accommodation given the increasing demand within the Town (height, plot ratio, flexible land use). However, specific development provisions are better implemented through a Local Planning Policy (LPP) as this instrument is more flexible and capable of rapidly responding to changes in the aged care sector. <p><i>In relation to Section 4.1 & 4.2: Demographic Profile and Population Forecast</i></p> <ul style="list-style-type: none"> As referenced above, the LPS recognises an ageing demographic. The LPS provides (in part) the following response: Housing needs for these varied households will differ and the Town will continue to support the provision of diverse housing options including accommodation for the aged.... <p>This response reinforces the need for the former Woodside Maternity Hospital site to be identified in the LPS as stated by the POS. Given the small geographical size of the Town it is even more important that selected sites be identified. This provides development and investment certainty, thereby ensuring ‘aged’ housing typologies can be delivered in a form that can also provide outreach care to aged persons within the local community.</p> <p><i>In relation to Section 5.1.2: Housing Diversity</i></p> <ul style="list-style-type: none"> The Housing Diversity section of the LPS correctly identifies existing accommodation for ageing persons and notes three residential aged care facilities, two of which are allocated an ‘Additional Use’ under the current scheme. The LPS also notes the former Woodside Maternity Hospital site has been progressing toward a development application for residential aged care. As previously noted, the POS states that an LPS should identify specific sites for ageing persons accommodation. The specific mention of the site further reinforces the need to identify the subject site within the ‘implications and responses’ section. 	<p>imminently expected. Any forthcoming application will be assessed and considered as a use not listed within the local planning scheme.</p> <p>The applicant has been liaising with the Town pre-lodgement and informal support has been indicated for the aged persons’ accommodation land use. Full details of the proposed additional uses on the site have not yet been provided and support for these will be dependent on their land use permissibility, relationship to the main use, operational matters and impacts on surrounding residents.</p> <p>The applicant’s request to refer to the Woodside site as suitable for aged persons’ accommodation under the ‘Implications and Responses’ heading in this section is supported however, other associated uses are yet to be fully considered and determined as suitable.</p> <ul style="list-style-type: none"> The applicant’s request to modify Part 1, Table 2, Planning Direction 3 to include an action to support an amendment to Local Planning Scheme No. 3 to provide for Residential Aged Care Facility Independent living complex as additional uses is supported. <p>However, the proposal to also include a Wellness Centre, Medical Centre, Café and Recreation – Private as part of this action is not supported at this time. These uses are yet to be fully considered and determined as suitable.</p> <p>The specifics and implications of including land use definitions and their permissibility have not yet been fully investigated and understood. It is considered premature to indicate a definitive course of action in this regard.</p> <p>In the meantime, the applicant is welcome to seek approval to formalise the proposed land use and ancillary uses for this site as Additional Uses through the scheme amendment process, which would be considered on its merits.</p> <ul style="list-style-type: none"> The applicant’s request to modify the Strategy Map to specifically identify the former Woodside Hospital site for residential aged care is not considered necessary. Reference to the site in a recommended additional strategy action is considered sufficient to identify the site.

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			<ul style="list-style-type: none"> The 'implications and responses' section also supports the introduction of ageing accommodation land use definitions and permissibility in specific zones. Land uses associated with and supporting of these facilities such as (but not limited to): medical consulting; medical centre; wellness centre; community café; and, private recreation, should also be addressed. The issue of commercial uses in the residential zone is canvassed in the Economy and Employment section of the LPS (see below). <p><i>In relation to Section 6.4.5: Economy and Employment</i></p> <ul style="list-style-type: none"> Section 6.4.5 - Further Commercial Uses in Non-commercial zones (pg. 63-64) of the LPS addresses additional uses in the residential zone and the permissibility of uses in the residential zone. The LPS notes that 'Additional Uses' provide for uses that would not otherwise be permitted in a residential zone. It is suggested that some existing 'Additional Uses' may not be applicable due to dis-continuance; however, this section should also indicate, where appropriate, opportunities for 'Additional Uses' to be investigated and implemented through the scheme review. In relation to the permissibility of uses in the 'residential' zone it is noted the current list is not recommended to be expanded. If this approach is adopted, it would be preferable for the former Woodside Maternity Hospital site to be allocated a suite of additional uses. <p><i>Recommendations for Part 1 and Strategy Map</i></p> <ul style="list-style-type: none"> Considering the analysis of Part 2 of the LPS it is our recommendation that the former Woodside Maternity Hospital site be specifically identified in Table 2 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 1 – Housing. Reference under 'Planning Direction' at point 3 is the most appropriate location to reference the site as follows: <p><i>"Action 3.</i> <i>xiii. Support an amendment to Local Planning Scheme No. 3 to provide for the following 'Additional Uses' on the former Woodside Maternity Hospital site (and any associated site(s)) that would facilitate the development of an ageing persons precinct:</i></p> <ul style="list-style-type: none"> <i>- Residential Aged Care Facility – 'P'</i> <i>- Independent Living Complex – 'P'</i> <i>- Wellness Centre – 'P'</i> <i>- Medical Centre – 'D'</i> <i>- Café – 'D'</i> <i>- Recreation – Private – 'D'.</i> <p><i>Rationale:</i> <i>Section 2.5 of Part 2 (as amended above): The former Woodside Maternity Hospital has been specifically identified as the preferred site within the Town for the development of a new Residential Aged Care Facility with supporting ancillary uses that will support ageing in place and deliver an additional supply of housing for aged residents of the Town.</i></p> <p><i>Timeframe:</i> <i>Immediate (less than 1 year)."</i></p>	

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			<ul style="list-style-type: none"> The strategy map should also be updated with a note to recognise the site and associated actions in Table 2. <p><i>Conclusion</i></p> <ul style="list-style-type: none"> It is accepted that our population is rapidly ageing and at the same time life expectancy is increasing. This demographic trend has already placed an enormous strain on services for the aged with an increasing pressure on the private and not-for-profit sectors to deliver care to the frailest in our community. In this regard, the Town is no different to any other jurisdiction in Australia. Having the opportunity to remain in your community as an aged person is fundamental to achieving positive outcomes throughout the later stages of the ageing process by maintaining local connections with longstanding networks of family and friends. This is provided in the form of a Residential Aged Care Facility, such as that which is proposed for the former Woodside Maternity Hospital site. In addition, care for our elderly is increasingly being provided directly to the home and within on-site 'Wellness Centres' (through Federal funding arrangements). The draft LPS clearly recognises an increasing aged population within the Town and has identified the need for a diverse range of housing and services to cater for this demand. The development of a modern Residential Aged Care Facility at the former Woodside Maternity Hospital site will make a significant and enduring contribution to addressing this need. The state planning framework, through the WAPC's Position Statement: Residential Accommodation for Ageing Persons states that a Local Planning Strategy should identify specific sites for accommodating ageing persons, where appropriate. Given the subject site has been purchased for the development of a facility to accommodate and meet the needs of ageing persons in the local community the LPS should include some specific recommendations for the subject site. We strongly encourage the Town to accept these recommendations and reflect them in the final endorsed Local Planning Strategy. 	
15	Pamela Nairn 36 Staton Road, East Fremantle WA 6158	Lot 1 (No. 36) Staton Road, East Fremantle	<ul style="list-style-type: none"> The new planning policy shows that 'Area I' where I live must supply 15 new dwellings within 5 years. It is a small area that contains about 33 residential lots. There is one vacant block that could provide 3 units, and two houses on Alcester Street that could be battle axed to provide 2 new houses. Roughly, that means the 30 remaining lots would need to provide 10 new homes. It is an impossible target. I do not think that the residents I know will be subdividing or battle axing their blocks within the next five years. This is a much higher target than other residential sections of the suburb. I understand our proximity to the town centre is a reason why, but similar areas close to the Petra Street Activity Centre (streets behind area D) are not marked for any increase in density. This applies both north and south of the highway. Why is this the case? We need densification but it should be spread more equitably around the designated areas. R30 means that quarter acre blocks will turn into triplexes, changing the nature of 'Area I', which contains many attractive Federation homes. 	<p>Recommendation:</p> <ul style="list-style-type: none"> Modify the Strategy Map so that the northern boundary of Planning Area I is relocated to the southern side of Wolsely Road and rename this as 'Planning Area I – South of Wolsely Road'. Modify wording references generally throughout Part 1 and Part 2 strategy reports to rename Planning I as 'South of Wolsely Road'. Modify the Strategy Map so that Lots 1, 2 and 3 (No. 19, 21 and 23) Staton Road are removed from Planning area B and included in Planning Area I. <p>Comment:</p> <ul style="list-style-type: none"> The suggested dwelling yields and timing of delivery within the local planning strategy are high level estimates and these may not occur as proposed. Nonetheless, the submitter's comment that the area may struggle to provide the yields as stated is noted. Given the similar existing development pattern north of Alcester Road to Wolsely Road, it has been recommended to extend the northern boundary of this planning area to Wolsely Road. This could assist with meeting the proposed dwelling yields and potentially exceed them. Note that extension

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				<p>of the northern boundary would also include the Juniper House site within this planning area (refer to Submission 10).</p> <ul style="list-style-type: none"> It is also noted that the Strategy Map incorrectly shows three properties on Staton Road as being within Planning Area B – Town Centre. This was not intended to be the case and is a mapping error. This needs to be corrected to instead include these within Planning Area I. Rather than the entire Planning Area I being redeveloped, it is more likely that only some opportunity sites will be identified as capable of being developed at a higher density. It is anticipated that the Draft SPP 7.3 Residential Design Codes Vol. 1 – Low and Medium Density will soon be finalised. The changes relating to R30 density would potentially allow for bonus development subject to site configuration and dwelling types proposed (e.g. small, dependent and aged housing). Other areas north and south of Canning Highway have not been identified for further intensification mainly due to constraints such as heritage considerations and lot sizes. The rationale has been to contain density where it currently exists or is permitted.
16	Robert Day 36 Staton Road, East Fremantle WA 6158	Lot 1 (No. 36) Staton Road, East Fremantle	<ul style="list-style-type: none"> Suggested density increases are unrealistic: For example, it is not reasonable to plan for Area I to develop five additional dwellings in the next 1–5 years, given that there are only about 30 lots within the area and only one that is empty. That lot has previous plans for 3 dwellings and is unlikely to accommodate more with the built form suggested in the plan. There is an additional potential lot currently used for institutional car parking (Catholic Church). It is unlikely that this would be redeveloped in such a short time frame. Area South of Canning Highway: On the south side of Canning Highway, the areas equivalent to areas I & J on the north side are not discussed at all. These would be bound by May Street and Allen Street, back to George Street and Fletcher Street. These areas are as close to the Town Centre and Canning Highway areas as those on the north side of the highway, but there is no density increase proposed. Avoiding this area seems to place an undue burden on other similar areas to increase their density more than would be required if the increases were better distributed. 	<p>Recommendation:</p> <ul style="list-style-type: none"> As per Submission 15 <p>Comment:</p> <ul style="list-style-type: none"> As per Submission 15
17	Matt Turnbull Department of Education 151 Royal Street, East Perth WA 6004	NA	<ul style="list-style-type: none"> The existing public primary and secondary schools within the area are all currently operating near or over their enrolment capacities. The Department holds concerns that the dwelling projections for Scenario 1 and Scenario 2 of the LPS will only exacerbate student capacity issues within these schools. In addition, there is no commentary in the LPS on the recognition/ assessment of the educational (public school) needs considering that there may be an increase in student population as a result of the potential residential growth. Notwithstanding this, the Department acknowledges the projected growth is generally consistent with Perth and Peel @ 3.5 Million and the Central Sub-regional Planning Framework. The Department will continue to monitor the progression of residential development and assess the impact it will have on the enrolment capacities of the public schools within the area. The Department offers no in principle objection to the LPS and would welcome the opportunity to work with the Town and the Department of Planning, Lands and Heritage in the future to forward plan for the public educational needs of the Town's student population. 	<p>Recommendation:</p> <p>Proposed modification as follows:</p> <ul style="list-style-type: none"> Include an additional Planning Direction and associated action in Part 1, Table 4 as follows: <ul style="list-style-type: none"> Planning Direction: 7. Support the provision of community facilities by others where a demonstrated need is identified. Action: viii. Liaise with the Department of Education and the Department of Planning, Lands and Heritage to assist where possible to forward plan for the Town's future public education needs. <p>Comment:</p> <ul style="list-style-type: none"> The submitter's comment regarding current and future student capacity issues in local primary and secondary schools in the areas is noted. Provision of school sites is a State Government responsibility usually enabled through structure planning and subdivision processes in large infill and greenfield situations. These opportunities are not currently available within the Town. This may change to a certain extent should the Leeuwin Barracks site become available for future urban development.

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				<ul style="list-style-type: none"> The Town is prepared to liaise with the Department of Education and the Department of Planning, Lands and Heritage to assist where possible to forward plan for the Town's future public education needs. The recommendation also proposes inclusion of a broader Planning Direction which indicates that the Town is prepared to support the provision of community facilities by others where a need can be demonstrated.
18	Markus Botte Main Roads WA PO Box 6202, East Perth WA 6892	NA	<ul style="list-style-type: none"> Main Roads commends the Town of East Fremantle on its efforts and its vision of a sustainable Town of the future that incorporates a strategic approach to transport and urban mobility planning within the local planning framework. Main Roads has completed a planning review for Canning Highway from just east of Petra Street to East Street. The planning review proposes to significantly reduce the current MRS reservation of Canning Highway between Petra Street and Allen Street and marginally widen the MRS reservation from Allen Street through to East Street. The proposed planning concept does not provide any additional traffic lanes and includes a median, wider verges and bus priority at traffic signals, where practical. It is understood that the outcomes of this planning review were supported by the Town of East Fremantle when this was last referred by DPLH to the Town during the pre-referral process for the required future MRS amendment. Further stakeholder and community consultation of this planning review will occur at a future point in time in order to progress the amendment. As noted in the Draft Local Planning Strategy, Stirling Highway is a major freight route and provides a critical link to the current Fremantle Harbour. While the current port (commercial freight component) is proposed to be relocated to Kwinana. In the future, Stirling Highway will continue to play a strategic role in the Perth metropolitan road network, especially given the lack of crossings over the Swan River. Stirling Highway is planned for significant upgrading in the future, including the duplication of Stirling Bridge over the Swan River. Provision is already included in the MRS for these upgrades and the future bridge will be located immediately upstream from the existing Stirling Bridge. Development of the Integrated Traffic Management and Movement Strategy, to address matters such as parking, traffic volumes and management as well as active transport elements, as envisaged by the Draft Local Planning Strategy, should be undertaken in close collaboration with Main Roads as a key stakeholder. The reference to the need of rationalising access along Canning Highway in response to WAPC Development Control Policy 5.1 – Regional Roads (Vehicular Access) is supported. Main Roads' preference is for fronting allotments not to have direct access onto the Primary Regional Road, and to, wherever possible, rationalise access to combined/consolidated access points and via parallel service roads. As an example of how matters relating to sustainable transport, parking and access to Primary and other Regional Roads could be controlled effectively by the Town via statutory mechanisms, the Town is referred to the City of Canning Local Planning Scheme No. 42 (in particular clauses 4.8-4.13) alongside the Local Planning Policy LP 13 Albany Highway Access Network. This framework provides a best practice example of how traffic, access and parking related matters can be managed successfully through provisions within the local planning framework. Wherever possible, resource and waste collection via the State Road network must be avoided and, as part of any redevelopment, be facilitated or planned to ultimately occur via the local road network, laneways or collected directly from site rather than from within the State Road reservation. Main Roads requests 	<p>Recommendation:</p> <ul style="list-style-type: none"> Upon advice from the DPLH, modify the wording throughout Part 1 and Part 2 strategy reports to include reference to, and details of, the proposed MRS amendment for Canning Highway and the duplication of the Stirling Bridge within the Draft LPS where appropriate to: <ul style="list-style-type: none"> Inform the public of these proposals; and Identify these as considerations for development for planning areas within these vicinities. Include an additional action in Part 1, Table 7, Planning Direction 5 that as part of the local planning scheme review process, the Town will liaise with MRWA and the DPLH with regard to vehicular access control and waste collection provisions for development along Canning Highway. <p>Comment:</p> <ul style="list-style-type: none"> The commendation from Main Roads WA (MRWA) is noted. MRWA advice regarding the planning review for Canning Highway is noted, together with the intention to hold stakeholder and community consultation in the future to progress an MRS amendment. <p>In December 2016, MRWA forwarded a request for preliminary comment on a proposed Metropolitan Region Scheme (MRS) amendment to significantly reduce the Primary Regional Road (PRR) reserve for Canning Highway between Petra Street and Osborne Road; and to slightly increase the PRR for reserve for Canning Highway between East Street and Osborne Road. It also proposed to change the reserve for Canning Highway between East Street and Sewell Street from Other Regional Road (ORR) to PRR. The Town advised the DPLH of Council's support in February 2017. No further communication has been received regarding this MRS amendment proposal from the MRW or DPLH since that time (almost 5 years).</p> <p>The Town included reference and details of the proposed MRS amendment in previous versions of the Draft LPS however, at the suggestion of DPLH officers this was since deleted. Should this MRS amendment proceed, it will have some impact on Planning Areas C, D, and E and significant impact on Planning area A. MRWA has given no recent indication of its intentions to proceed with the MRS amendment or when this may be likely to occur. It is unclear as to whether the LPS should, or should not, include reference to the MRS amendment proposal and this needs to be clarified with MRWA and the DPLH on how it is to be addressed.</p> <p>The Town in recognises the impact of the PRR reserve on potential development along Canning Highway (refer to Action i. in Part 1, Planning Direction 1).</p>

	NAME AND ADDRESS OF SUBMITTER	PROPERTY SUBJECT OF SUBMISSION (IF RELEVANT)	SUMMARY OF THE SUBMISSION (Note: Not necessarily verbatim)	TOWN OF EAST FREMANTLE RESPONSE
			<p>that the Town's strategic planning framework incorporate this requirement as part of the Town's development standards.</p> <ul style="list-style-type: none"> It is noted that Department of Defence recently advised that they have (temporarily) suspended the potential disposal of Leeuwin Barracks and that the Draft Strategy may need to be revised in the future, depending on the final outcome of this issue. Should the Town disagree with Main Roads comments, recommendations and/or requests and/or resolve not to include Main Roads feedback or advice into its relevant planning decision(s), Main Roads requests an opportunity to meet and discuss the proposal further, prior to a final determination being made. Main Roads requests a copy of the Town's final determination on this proposal. Main Roads advises that it offers a free of charge pre-lodgement consultation service. Main Roads encourages both the Town and developers to promote and capitalise on this advisory service offered by the road authority prior to lodgement of strategic or statutory planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network. 	<ul style="list-style-type: none"> MRWA advice regarding the importance of Stirling Highway and the future duplication of the Stirling Bridge is noted. Duplication of the bridge has implications on future development within the Town particularly for the land immediately located to the east where construction will be closest. <p>The Town included reference to the bridge duplication in previous versions of the Draft LPS however, at the suggestion of DPLH officers this was since deleted. This construction will impact on Planning Areas B, C and D. MRWA has given no indication in this submission regarding when construction is likely to occur. It is unclear as to whether the LPS should, or should not, include reference to the proposal and this needs to be clarified with MRWA and the DPLH on how it is to be addressed.</p> <ul style="list-style-type: none"> The submitter's comment advising to carry out the recommendations of the ITMMS in close collaboration with MRWA as a key stakeholder is noted and already addressed within the ITMMS. The submitter's comment that the City of Canning Local Planning Scheme No. 42 and Local Planning Policy LP 13Albany Highway Access Network provide a best practice example for addressing traffic matters is noted and will be considered, along with other examples, during the course of the local planning scheme review process. <p>Likewise, the submitter's request to incorporate development standards to restrict resource and waste collection to the local road network as part of land redevelopment is noted and will be considered during the course of the local planning scheme review process.</p> <p>An additional action has been recommended for the Town to liaise with WRW and DPLH with regard to these matters during the local planning scheme review process.</p> <ul style="list-style-type: none"> The submitter's comment regarding suspension of the disposal of the Leeuwin Barracks site is noted and has been addressed accordingly (refer to recommendations for Submission 8). The submitter's advice that MRWA offers a free of charge pre-lodgement consultation service open to the Town and developers is noted.
19	Chris Crowson ATCO Gas Company 81 Prinsep Road, Jandakot WA 6164	NA	<ul style="list-style-type: none"> ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided. In reference to Table 8, Line Item 2 of the (draft) Local Planning Strategy Part 1, ATCO requests the Town to consult on the development proposals as a whole with regard to upgrades rather than just during the precinct planning process. 	<p>Recommendation:</p> <ul style="list-style-type: none"> No modification proposed. <p>Comment:</p> <ul style="list-style-type: none"> The submitter's comment regarding consultation for all development proposals regarding upgrades is noted. It is not the role of the Town to liaise with the gas provider for each development application received. However, the Town will endeavour to liaise where servicing could be impacted by potential future density increases.

**TOWN OF EAST FREMANTLE
LOCAL PLANNING STRATEGY**

SCHEDULE OF MODIFICATIONS

	PROPOSED MODIFICATION	IN RESPONSE TO SUBMISSION NO. (refer to Schedule of Submissions)
a)	Include an additional action in Part 1, Table 2, Planning Direction 1 that as part of the local planning scheme review process, Council may consider proposals for additional areas for infill development further to those identified in the strategy, provided they relate to groups of properties or single larger development sites (rather than multiple applications relating to individual lots) and it can be demonstrated that the capacity of service infrastructure could support this and the principles of urban consolidation are upheld. Other considerations would include effects on traffic/access; streetscape; surrounding character and transitioning density; heritage and privacy/views.	2 and 10
b)	Modify Part 2, Section 8.1.6 Public Transport to reflect the updated frequency details for bus route 910 as advised in the Public Transport Authority submission.	5
c)	Modify Part 2, Section 8.1.6 Public Transport to reflect the updated frequency details for bus route 915 and to identify this as a high frequency bus route as advised in the Public Transport Authority submission.	5
d)	Modify Part 2, Section 8.1.6 Public Transport to reflect the updated details for the northbound bus lane on the Kwinana Freeway as advised in the Public Transport Authority submission.	5
e)	Include an additional action in Part 1, Table 2, Planning Direction 3 to consider development of a local planning policy for ancillary dwellings which includes minimum development standards based on liveable design principles to support both the aging population and people with special needs to live within the local area.	7
f)	Modify Action xii. in Part 1, Table 2, Planning Direction 3 to include reference to ensuring the continuation of existing residential accommodation for ageing population that is currently permitted as Additional Uses in the local planning scheme.	7
g)	Include an additional action in Part 1, Table 2, Planning Direction 3 to positively engage with the Department of Communities to encourage and support the upgrading/redevelopment of social housing properties within the Town (for example No. 50 Alexandra Road) to ensure more efficient use of landholdings and improve streetscapes and social housing outcomes.	7
h)	Modify Part 1, Table 2, Planning Direction 3, Action xi. to include reference to providing for a variety of housing types according to general population needs, as well as advocating for special needs of smaller groups within the community, to guide the precinct planning process.	7
i)	Modify the local planning strategy map to include the following wording <i>“Potential Future Urban – Planning Area J (pending disposal by the Department of Defence)”</i> .	8
j)	Modify wording references to the Leeuwin Barracks site generally throughout Part 1 and Part 2 strategy reports to: <ul style="list-style-type: none"> – include the current advice from the Department of Defence regarding the suspension of the land disposal and the study into the long-term Defence estate requirements in the Perth and Fremantle region. – emphasise that the Leeuwin Barracks site is supported as “Possible Future Urban” and as a Potential Future Urban planning area provided that the land is no longer required for defence purposes, and – state that this may be reviewed pending the outcome of the Department of Defence study. 	8
k)	Modify the wording in Part 1, Table 2, Planning Direction 2 to include reference to support the Leeuwin Barracks as a potential future urban area being dependent on Department of Defence choosing to dispose of the land.	8
l)	Modify Action viii. in Part 1, Table 2, Planning Direction 2 to state that the Town will continue to work with the Department of Defence and State Government agencies to progress amendments to the MRS and local planning scheme to rezone the Leeuwin Barracks site to Urban and Urban Development (or similar) respectively, pending advice from the Department of Defence that it wishes to continue with the disposal of part or all of the land.	8
m)	Include an additional action in Part 1, Table 2, Planning Direction 2 to state that pending the findings of the Department of Defence study, and in consultation with the Department of Defence, the Town is prepared to amend any approved local planning strategy by removing all references to Planning Area J – ‘Potential Future Urban’ in relation to all or part of the Leeuwin Barracks site and depict all or part of the site as Public Purposes should this be required.	8
n)	Modify the wording in Part 2, Section 5.2.3 Heritage Listings to correct the reference to the number of heritage agreements and National Estate listings as advised in the submission from the Department of Planning, Lands and Heritage.	9
o)	Modify Action ii. in Part 1, Table 3, Planning Direction 2. to consider including the following as items to be considered during the local heritage review process: <ul style="list-style-type: none"> – significant interiors; and – additional place listings following finalisation of the full cultural heritage assessment of the Leeuwin Barracks for inclusion in the State Register of Heritage Places. 	9
p)	Modify Part 2, Section 9.2 Activity Centre: Planning Area B – Town Centre by including an additional paragraph: <i>“Planning investigations for this area should also include how it relates and transitions to the future desired outcomes for adjoining Planning Areas C and D.”</i>	12
q)	Modify Part 2, Section 9.3 Urban Corridor: Planning area C – Canning Highway (Mixed Use) by including an additional paragraph: <i>“Planning investigations for this area should also include how it relates and transitions to the future desired outcome for adjoining Planning Area B.”</i>	12
r)	Modify Part 2, Section 9.4 Urban Corridor: Planning Area D – Canning Highway (Residential) to:	12

	PROPOSED MODIFICATION	IN RESPONSE TO SUBMISSION NO. (refer to Schedule of Submissions)
	<ul style="list-style-type: none"> - refer to three different suggested outcomes for various parts of the planning area being: R40 density up to 3 storeys generally east of the Town Centre; R60 density 4-5 storeys at strategic opportunity sites; and R60 5-6 storeys north of the Town Centre (between Angwin Street and Preston Point Road); and - include a paragraph for the land north of the Town Centre: <i>Planning investigations for this area should also include how it relates and transitions to the future desired outcomes for adjoining Planning Area B.</i> 	
s)	Modify Part 2, Section 9.2 Activity Centre: Planning Area A – Petra Street District Centre by referring to the suggested height on the northern side abutting Canning Highway as 4-5 storeys and 5 storeys on the southern side abutting Canning Highway, which may be supported at 5-6 storeys in the event that the PRR reserve for Canning Highway is reduced by an amendment to the MRS.	13
t)	Modify Part 2, Section 5.1.2 Diversity - Implications and Responses by including additional wording to state that given the progress and extent of pre-lodgement consultation with the Town regarding the proposed development, refer to the former Woodside Hospital site on Dalgety Street as being considered suitable for aged persons accommodation however, any other additional associated land uses are yet to be determined as suitable at this location.	14
u)	Include an additional action in Part 1, Table 2, Planning Direction 3 to support an amendment to the local planning scheme to provide for residential aged care and independent living complex as additional uses at the former Woodside Hospital site on Dalgety Street and to consider provision for further additional uses associated with these land uses pending further investigation.	14
v)	Modify Action xii. in Part 1, Table 2, Planning Direction 3 to consider inclusion of general development standards and provisions and local planning policy for residential accommodation for an ageing population, in addition to land use definitions and permissibility, as part of the local planning scheme review process.	14
w)	Modify the local planning strategy map so that the northern boundary of Planning Area I is relocated to the southern side of Wolsley Road and rename this as 'Planning Area I – South of Wolsley Road'.	10, 15, 16
x)	Modify wording references generally throughout Part 1 and Part 2 strategy reports to rename Planning Area I as 'South of Wolsley Road'.	15, 16
y)	Include an additional Planning Direction and associated action in Part 1, Table 4 as follows: <ul style="list-style-type: none"> - Planning Direction: 7. Support the provision of community facilities by others where a demonstrated need is identified. - Action: viii. Liaise with the Department of Education and the Department of Planning, Lands and Heritage to assist where possible to forward plan for the Town's future public education needs. 	17
z)	Upon advice from the DPLH, modify the wording throughout Part 1 and Part 2 strategy reports to include reference to, and details of, the proposed MRS amendment for Canning Highway and the duplication of the Stirling Bridge within the Draft LPS where appropriate to: <ul style="list-style-type: none"> - Inform the public of these proposals; and - Identify these as considerations for development for planning areas within these vicinities. 	18
aa)	Include an additional action in Part 1, Table 7, Planning Direction 5 that as part of the local planning scheme review process, the Town will liaise with MRWA and the DPLH with regard to vehicular access control and waste collection provisions for development along Canning Highway.	18
bb)	Re-number planning directions and actions where required due to modifications.	NA Administration/edits.
cc)	Modify the local planning strategy map so that Lots 1, 2 and 3 (No. 19, 21 and 23) Staton Road are removed from Planning area B and included in Planning Area I.	NA Mapping error correction.