

<b>Report Reference Number</b>	OCR-1636
<b>Prepared by</b>	Stacey Towne, Urban Project Planner
<b>Supervised by</b>	Andrew Malone, Executive Manager Regulatory Services
<b>Meeting date</b>	Tuesday, 21 March 2023
<b>Voting requirements</b>	Simple Majority
<b>Documents tabled</b>	Nil
<b>Attachments</b>	
	1. Draft Amended LPP 3.1.3 – Town Centre Redevelopment Guidelines
	2. Draft Amended Policy Plans

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### PURPOSE

The purpose of this report is for Council to consider administrative changes to Local Planning Policy No. 3.1.3 – Town Centre Redevelopment Guidelines (LPP 3.1.3) to:

- Update requirements to include reference to new policies that have more-recently been adopted by Council; include reference to the Fremantle Harbour Ports Buffer and relevant State Planning Policies; and to clarify certain development standard requirements;
- Update development standards brought about for specific properties through recent changes (Amendment No. 14 and 17) to Local Planning Scheme No. 3;
- Provide greater clarification as to which areas of land are included in the policy area;
- Generally address any other ambiguities; and
- Implement an action of the recently adopted Local Planning Strategy.

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### EXECUTIVE SUMMARY

No major changes to requirements are proposed at this time. It is proposed to amend LPP 3.1.3 to provide clarification on the extent of the policy area and to make changes to update reference to Council and State Planning policy (including SPP 7.3 – Residential Design Codes Volume 2 - Apartments and SPP 4.5 – Road and Rail Noise); the Fremantle Harbour Port Buffer; new development requirements for specific properties due to recent scheme amendments; and to generally clarify any ambiguous requirements.

The Town of East Fremantle Local Planning Strategy (LPS) shows the Town Centre Redevelopment Area within Planning Area B and part of Planning area C for which detailed investigation and planning is required to facilitate urban consolidation through promoting land use intensification and mixed-use development and to provide for a vibrant town centre.

Precinct plans are to be developed through consultation with stakeholders which are likely to guide and support future changes to the local planning framework (including changes to zoning, scheme provisions, development standards and policy). In the meantime, LPP 3.1.3 is proposed to be updated to provide guidance as an interim measure.

A schedule describing the proposed modifications to LPP 3.1.3 is provided in the Comment section of this report. The draft LPP 3.1.3 with the recommended modifications (shown as track changes) is provided as Attachment 1 and Attachment 2 shows the proposed updated policy plans.

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## BACKGROUND

In developing the LPS, it was recognised that the Town Centre generally suffers from design, connectivity and aesthetics issues and has ineffective connection to the George Street local centre. LPP 3.1.3 was initially developed to assist in addressing these matters, as well as provide guidance for development design and form.

LPP 3.1.3 encourages the redevelopment of the centre as a vibrant mixed-use Neighbourhood Centre based on main street traditional urban principles however, redevelopment within the Town Centre has not yet been undertaken on a major scale and it has been noted that certain aspects of this policy are now out of date (due to recent State planning reform and other matters including additional Council policies).

The LPS recognises the need for further detailed planning to encourage and guide development of a vibrant town centre. It includes action to undertake detailed analysis for mixed use opportunities within the Town Centre (Planning Area B) and the Canning Highway – Mixed Use 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.

This is likely to include changes to zoning and scheme provisions relating to residential density and development controls, as well as policy review. As an interim measure, prior to the precinct planning process for the Town Centre and its surrounds, the LPS promotes review of LPP 3.1.3 to ensure better alignment with planning reform (e.g. the introduction of the SPP 7.3 Residential Design Codes – Volume 2 – Apartments and changes to SPP 5.4 – Road and Rail Noise); reference to the Fremantle Port Buffers and other policies of Council (either now defunct or newly adopted).

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## CONSULTATION

Clause 5 of the Deemed Provisions for Local Planning Schemes (Part 2 Local Planning Framework of the *Planning and Development (Local Planning Schemes) Regulations 2015*) allows Council to adopt an amendment to local planning policy without advertising if in its opinion, the amendment is of a minor nature. Alternatively, the proposed amendment must be advertised for public submissions for at least 21 days.

Although it is considered that the proposed amendments are not of a major nature, they could be perceived as such in some instances. It is recommended that Council adopts a conservative approach by advertising the amendments and calling for public submissions.

Should the officer's recommendation be adopted, the proposed policy amendments are recommended to be advertised for public comment for a period of 21 days prior to Council considering final adoption.

Advertising notices are intended to be carried out via:

- Local newspaper/s circulating in the Town;
- The Town's website;
- Town of East Fremantle Noticeboards;
- Town of East Fremantle social media and E-news; and
- A copy of the Policy made available at the Town's Administration office.

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## STATUTORY ENVIRONMENT

Town of East Fremantle Local Planning Scheme No. 3 and *Planning and Development (Local Planning Schemes) Regulations 2015*.

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## POLICY IMPLICATIONS

Amendments to LPP 3.1.3 Town Centre Redevelopment Guidelines.

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## FINANCIAL IMPLICATIONS

Nil.

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## STRATEGIC IMPLICATIONS

The Town of East Fremantle Strategic Community Plan 2020 – 2030 states as follows:

### *Social*

*A socially connected, inclusive and safe community.*

- 1.1 Facilitate appropriate local services for the health and wellbeing of the community*
  - 1.1.1 Facilitate or partner to ensure a range of quality services are provided at a local level*
  - 1.1.2 Strengthen the sense of place and identity through inclusive community interaction and participation.*
- 1.2 Inviting open spaces, meeting places and recreational facilities*
  - 1.2.1 Provision of adequate facilities to support healthy and active lifestyles.*
  - 1.2.2 Activate inviting open spaces that encourage social connection across all age groups.*
- 1.3 Strong community connection within a safe and vibrant lifestyle*
  - 1.3.1 Partner and educate to build a strong sense of community safety.*
  - 1.3.2 Facilitate opportunities to develop community connections through events and celebrations*
  - 1.3.3 Facilitate community group capacity building.*

### *Economic*

*Sustainable “locally” focused and easy to do business with.*

- 2.1 Actively support new business activity and existing local businesses*
  - 2.1.1 Ensure a “local” focus through supporting and promoting opportunities for local business.*
  - 2.1.2 Facilitate opportunities/ forums where local businesspeople can meet and share ideas.*
- 2.2 Continue to develop and revitalise local business activity centres*
  - 2.2.1 Facilitate local small business access through planning and activation to support community and business growth.*

### *Built Environment*

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

- 3.1 Facilitates 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 streetscapes parks and reserves.*
- 4.2 Enhance environmental values and sustainable natural resource use.*
  - 4.2.1 Reduce waste through sustainable waste management practices.*
- 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.*

## 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)
That Council does not adopt the proposed modifications to the Policy	Unlikely (2)	Minor (2)	Low (1-4)	SERVICE INTERRUPTION No material service interruption	Accept Officer Recommendation

### Risk Matrix

Consequence		Insignificant	Minor	Moderate	Major	Extreme
Likelihood		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	4
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

The draft LPP 3.1.3 with the proposed modifications (shown as track changes) is provided as Attachment 1, together with Attachment 2 which shows the proposed updated policy plans.

A schedule describing proposed modifications to LPP 3.1.3 is provided below:

### Schedule of Proposed Changes (Summary)

Current Section	Recommended modification
Generally throughout	Change reference from 'Town Centre' to 'Town Centre Redevelopment Area' for clarification (as appropriate throughout the policy) to avoid reference to Town Centre only being considered as the Town Centre zone.
	Delete reference to 'Rights of Way' throughout the policy as there are none within the Town.
	Change reference to 'development' rather than specifying 'new development'.
Objective	Change heading to "Introduction" and make minor grammatical edits.



Current Section	Recommended modification
<b>(Does not currently exist)</b>	Include a new section “Relationship to Other Documents” to clarify relationship with Council and other documents and which takes precedence if/where they differ.
<b>Background</b>	Change to refer to updated State policy and strategic documents; revised additional dwelling target; the Town’s new Local Planning Strategy; and the Local Commercial Centres Assessment and Strategy in progress.
<b>Extent of the East Fremantle Town Centre Detailed Area Plan</b>	Change heading to “Extent of the Town Centre Redevelopment Area” to correct a misnomer and make minor edits to clarify that this policy relates to an area extended beyond the Town Centre zone. Change reference to new draft SPP 4.2 – Activity Centres.
<b>Statement of Desired Intent</b>	No significant change. Change heading to “Statement of Intent” to simplify and make minor grammatical edits.
<b>Detailed Urban Design Guidelines</b>	Include reference to Local Planning Scheme No. 3 provisions relating to discretionary powers of Council to vary requirements. Explains that the design guidelines will be used to guide variations to requirements, their assessment and decision making. It is also noted that the provisions of the scheme will prevail over any discrepancy between the scheme and the policy.
<b>“Performance Criteria” headings for all design guidelines elements</b>	Change headings to “Element Objective” for all design guidelines elements to reflect similar wording to SPP 7.3 – Residential Design Codes Volume 2 – Apartments.
<b>“Acceptable Development Standards” headings for all design guidelines elements</b>	Change headings to “Acceptable Outcomes” for all design guidelines elements to reflect similar wording to SPP 7.3 – Residential Design Codes Volume 2 – Apartments.
<b>Element 1: Urban Structure</b>	No significant change.
<b>Element 2: Land Use</b>	Include an additional objective referring to Fremantle Inner Harbour Port Buffer Areas 2 and 3.
	Change Acceptable Outcomes (previously Acceptable Development Standards) to: <ul style="list-style-type: none"> <li>– Include reference to Plan 5: Concept Plan that shows indicative land use guidance;</li> <li>– Include reference to Local Planning Scheme No. 3 land use/zoning provisions.</li> <li>– Remove reference to the previous R Codes provisions as they have changed and also have no relationship to land use.</li> <li>– Include reference to new Plan 6 and land use guidance for property within the Fremantle Inner Harbour Port Buffer Areas 2 and 3 to ensure that land use is compatible with the strategic operations of the port and the amenity of residents is protected.</li> </ul>
<b>Element 3: Building Form, Scale and Height</b>	Include an additional objective to be sensitive to adjoining/abutting and nearby heritage properties and residential properties with a lesser density capacity.
	Change Acceptable Outcomes (previously Acceptable Development Standards) to: <ul style="list-style-type: none"> <li>– Include reference to the Local Planning Scheme No. 3 which allows for consideration of variation of development standards;</li> <li>– Include support to exceed R40 density within the Town Centre zone subject to certain circumstances.</li> <li>– Specify the zones where plot ratio variations may be considered, for clarification as zoning does align with sub-precinct boundaries.</li> <li>– Note that special scheme requirements apply to The Entrance (Roofing 2000) site (Lots 418 and 419 Canning Highway, Lot 81 St Peters Road and Lot 423 King Street).</li> <li>– Note that special scheme requirements apply to Lots 14, 15, 16, 17 18 and 19 Canning Highway (between Glyde and East Streets).</li> </ul>

Current Section	Recommended modification
	<ul style="list-style-type: none"> <li>– Remove reference to measurement of ground floor height (between the ground and ceiling) and maximum floor heights between floor to floor of other levels. R-Codes Vol 2 definition to now apply.</li> <li>– Remove reference to when a basement parking level is measured as a storey. R-Codes Vol 2 definition to now apply.</li> </ul>
<b>Element 4: Occupant Amenity</b>	<p>Include objectives to reference SPP 5.4 – Road and Rail Noise and the Fremantle Port Buffer Development Guidelines.</p> <p>Change Acceptable Outcomes (previously Acceptable Development Standards) to:</p> <ul style="list-style-type: none"> <li>– Update reference to requirements of SPP 7.3 Residential Design Codes Vol. 2 – Apartments.</li> <li>– Include reference to the Town’s Environmental Health Policy 3.2.2 - Noise Attenuation.</li> <li>– Include reference to SPP 5.4 – Road and Rail Noise and how these requirements may be applied.</li> <li>– Include reference to Fremantle Inner Harbour Port Buffer Areas 2 and 3.</li> </ul>
<b>Element 5: Street Interface</b>	<p>Change Acceptable Outcomes (previously Acceptable Development Standards) to:</p> <ul style="list-style-type: none"> <li>– Re-word reference to street setback variations to simplify and update in accordance with SPP 7.3 Residential Design Codes Vol. 2 – Apartments.</li> </ul>
<b>Element 6: Pedestrian Amenity</b>	<p>Change Acceptable Outcomes (previously Acceptable Development Standards) to:</p> <ul style="list-style-type: none"> <li>– Include reference to the Urban Streetscape and Public Realm Style Guide to ensure suitable design and materials for pathways.</li> </ul>
<b>Element 7: Vehicle Movement and Access</b>	No significant change.
<b>Element 8: Vehicle Parking</b>	<p>Change Acceptable Outcomes (previously Acceptable Development Standards) to:</p> <ul style="list-style-type: none"> <li>– Expand on requirement for car parking to be screened/out of sight.</li> <li>– Change bicycle parking requirement to be the same as SPP 7.3 Vol. 2 – Apartments for consistency.</li> <li>– Remove 20% discount for mixed use buildings where residential component accounts for at least 40% of the total plot-ratio area as discounts are already offered under the revised requirements of SPP 7.3 Residential Design Codes Vol.2 – Apartments.</li> <li>– Refer to consideration available for payment in lieu of parking, subject to an approval parking plan.</li> </ul>
<b>Element 9: Landscape and Public Spaces</b>	<p>Change Acceptable Outcomes (previously Acceptable Development Standards) to:</p> <ul style="list-style-type: none"> <li>– Include reference to the Urban Streetscape and Public Realm Style Guide.</li> <li>– Include reference to the scheme requirement for an approved Landscaping Plan in commercial zones.</li> <li>– Update reference to public art to now comply with LPP 3.1.9 – Percent for Art Policy.</li> <li>– Delete reference to providing public toilets as this is already covered by other legislation.</li> </ul>
<b>Element 10: Resource Conservation</b>	<p>Change Acceptable Outcomes (previously Acceptable Development Standards) to:</p> <ul style="list-style-type: none"> <li>– Delete the reference to energy efficiency requirements of the BCA, 6 star NatHers rating and 3.5 standards NABERS rating and replace with reference to the acceptable outcomes of SPP 7.3 – Residential Design Codes Vol.2 – Apartments in relation to Element 4.15 Energy efficiency; Element 4.16 Water management and conservation; and Element 4.17 Waste management for consistency.</li> <li>– Refer to LPP 3.1.8 - Wood Encouragement Policy – General which was more recently adopted.</li> </ul>

Current Section	Recommended modification
<b>Element 11: Signage and Services</b>	Change Acceptable Outcomes (previously Acceptable Development Standards) to: <ul style="list-style-type: none"> <li>– Include possible requirement for an overall signage plan for a site or compliance with a signage plan prepared and approved for a larger area within the Town Centre Redevelopment Area.</li> <li>– Replace reference to Guidelines for Solar Collectors policy (now defunct) and screening of mechanical equipment with a more comprehensive list to provide better screening from view.</li> </ul>
<b>Plan 1: Context Plan</b>	<ul style="list-style-type: none"> <li>– Delete reference to date.</li> <li>– Change reference in legend from “Town Centre Policy Area” to “Town Centre Redevelopment Area” for clarification.</li> <li>– Adjust western boundary of the policy area to be consistent with those depicted on the other remaining plans to address this discrepancy.</li> </ul>
<b>Plan 2: Policy Area and Precincts</b>	<ul style="list-style-type: none"> <li>– Delete reference to date.</li> </ul>
<b>Plan 3: External pedestrian connections and local destinations</b>	<ul style="list-style-type: none"> <li>– Delete reference to date.</li> <li>– Change reference to “Kaleeya Hospital” to “Southern Plus”.</li> </ul>
<b>Plan 4: Internal pedestrian connections and public/urban spaces</b>	<ul style="list-style-type: none"> <li>– Delete reference to date.</li> </ul>
<b>Plan 5: Concept Plan</b>	<ul style="list-style-type: none"> <li>– Delete reference to date.</li> <li>– Change reference to “TPS No. 3” to “LPS No. 3” to correct misnomer.</li> </ul>
<b><i>Did not previously exist</i></b>	<ul style="list-style-type: none"> <li>– Include a new additional plan - “Plan 6: Fremantle Inner Harbour Port Buffer Areas”, showing Buffer Areas 2 and 3 in relation to the policy area.</li> </ul>
<b>Plan 6: Building height plan</b>	<ul style="list-style-type: none"> <li>– Delete reference to date.</li> <li>– Change the numbering from (the previous) Plan 6 to “Plan 7: Building height plan”.</li> <li>– Change to note that The Entrance (Roofing 2000) site on the corner of Stirling Highway and Canning Highway (Lots 418 and 419 Canning Highway, Lot 81 St Peters Road and Lot 423 King Street) and the site on Canning Highway between Glyde and East Streets (Lots 14, 15, 16, 17 18 and 19) are now subject to the special requirements of Local Planning Scheme No. 3.</li> </ul>

## CONCLUSION

This modified policy provides guidelines that indicate the extent of variations that Council may be willing to support (and in some instances encourage) in the Town Centre Redevelopment Area. The modifications as proposed will provide a greater degree of clarification in relation to the Town Centre Redevelopment Area until more comprehensive planning is undertaken.

This policy provides an interim position on what the Town considers to be an acceptable form of development to meet higher order planning policy; what will meet the concerns of the local community; and enables the viable redevelopment of the Town Centre. It is anticipated that further planning studies and precinct planning for the Town Centre and its surrounds, guided by the Local Planning Strategy and the Local Commercial Centres Assessment and Strategy (LCCAS), will supersede this policy in the near future.

Once advertising has been completed, the draft policy modifications will be reconsidered by Council for final adoption with or without modifications, or not supported, in the light of any submissions received.

**Council Resolution** Choose an item. Click or tap to enter a date.

**OFFICER RECOMMENDATION:**

**That Council:**

- (i) endorses the proposed modifications as detailed in the schedule within the Officer's report and shown in Attachment 1 - Draft Local Planning Policy 3.1.3 – Town Centre Redevelopment Guidelines and shown in Attachment 2 – Updated Policy Plans as attached to this agenda, as suitable for public advertising.**
- (ii) advertises the proposed modifications for public comment for a minimum period of 21 days, pursuant to Schedule 2, Part 2, cl. 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.**
- (iii) following the closure of the advertising period, consider adoption of the draft policy in light of any submissions received. Should no submission be received this Policy is endorsed with relevant notifications provided in the Town's various media platforms.**

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**REPORT ATTACHMENTS**

Attachments start on the next page

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

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

#### **ObjectivesIntroduction**

The intent of this ~~document-policy~~ is to provide detailed guidance for ~~new~~ development within the East Fremantle ~~T~~own ~~C~~entre and a defined area surrounding it. This ~~se~~ document provides:

- A background summary of the prevailing planning context.
- A statement of desired intent that describes a vision for how the ~~T~~own ~~C~~entre Redevelopment Area ~~sh~~ould grow and evolve.
- A set of planning objectives to support the statement of intent.
- Detailed guidance in respect to a series of elements that need to be considered during the planning and design of ~~new~~ development.

This ~~policy~~ document is supported by the following attached plans ~~that indicate~~:

- Plan 1: ~~————~~A context plan that identifies the relationship between the Town Centre Redevelopment Area of East Fremantle and other centres within and adjacent to the Town of East Fremantle(~~Plan 1~~).
- Plan 2: The area to which ~~the-this policy document~~ applies and a set of precincts within that area (~~Plan 2~~).
- Plan 3: A plan that identifies important pedestrian connections to surrounding destinations within the Town of East Fremantle in relation to the Town Centre Redevelopment Area(~~Plan 3~~).
- Plan 4: A plan identifying important desired pedestrian connections within the ~~T~~own ~~C~~entre (Plan 4).
- Plan 5: A concept plan that indicates how the structure and built form of the ~~T~~own ~~C~~entre Redevelopment Area might evolve (~~Plan 5~~).
- Plan 6: A plan that shows the Fremantle Inner Harbour Port Buffer Areas 2 and 3.
- Plan 7: A height plan that identifies required and notional building height limits across the ~~T~~own ~~C~~entre Redevelopment Areaprecinct (~~Plan 6~~).

#### **Relationship to Other Documents**

This Local Planning Policy forms part of the Town of East Fremantle (the Town) local planning policy framework. It is intended that this policy will be further reviewed and/or replaced as a result of future outcomes of the Local Planning Strategy and subsequent amendment/review of Local Planning Scheme No. 3 which is to follow.



### Local Planning Scheme No. 3

This policy provides guidance to designers and decision makers with regard to development in the Residential, Mixed Use and Town Centre Zones within the policy area where discretion may be exercised under Clauses 5.3.4 and 5.3.5 of the Local Planning Scheme No. 3; and where discretion may be exercised for all applicable development under Clause 5.6 and 5.8.

Where this Policy is inconsistent with Local Planning Scheme No. 3 (which includes Schedule 2 - Deemed Provisions for Local Planning Schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015*), the local planning scheme prevails.

### Local Planning Strategy (2022)

The Local Planning Strategy generally includes the Town Centre Redevelopment Area in Planning Area B – Town Centre and part of Planning Area C – Canning Highway (Mixed Use).

The Local Planning Strategy recognises the need for further detailed planning to encourage and guide development of a vibrant Town Centre. It includes action to undertake detailed analysis for mixed use opportunities within the Town Centre (Planning Area B) and the Canning Highway – Mixed Use 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.

This is likely to include changes to zoning and scheme provisions relating to residential density and development controls, as well as policy review. The Local Planning Strategy promotes application of this policy as an interim measure as a precursor to the precinct planning process for the Town Centre and its surrounds.

### Local Commercial Centres Assessment and Strategy

Once finalised, the Local Commercial Centres Assessment and Strategy will guide the provision of commercial floorspace type and amount within the Town Centre and its surrounds, indicate additional dwelling numbers required to support a robust and vibrant Town Centre and recommend opportunities to create improvements to trade exposure and shopping experiences.

### State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol.2)

Applications for development approval for multiple dwellings in areas coded R40 and above are to have due regard to the policy objectives of the R-Codes Vol.2; Element Objectives of Parts 2, 3 and 4 of the R-Codes Vol.2; and objectives provided within the Town's local planning framework. This includes dwelling components of mixed-use development and activity centres.

In accordance with clause 1.2.2 of the R-Codes Vol.2, the Town may amend or replace Acceptable Outcomes of the following sections of the R-Codes Vol.2:

- All of Part 2 Primary Controls – Building height, Street setbacks, Side and rear setbacks, Plot ratio, Building depth, Building separation, Development incentives for community benefit.
- Some of Part 3 Siting the Development – Public domain interface, Pedestrian access and entries, Vehicle access.
- Some of Part 4 Designing the Building – Façade design, Roof design, Adaptive reuse.

Where this policy is inconsistent with the R-Codes Vol.2 in relation to the above matters, then this policy prevails.

#### Fremantle Port Buffer Development Guidelines

Fremantle Inner Harbour Port Buffer Areas 2 and 3 apply to parts of the Town Centre Redevelopment Area. For development within the Town Centre Redevelopment Area affected by Buffers 2 and 3, this policy reflects and considers the referral process and recommended land use and built form development considerations of the Fremantle Port Buffer Development Guidelines.

#### Other Council policies and Guidelines

Unless otherwise stated in this policy, Council's adopted policies and guidelines also apply to the Town Centre Redevelopment Area, including: Signage Design Guidelines; Wood Encouragement Policy – General; Percent for Public Art Policy; Urban Streetscape and Public Realm Style Guide; and Noise Attenuation Policy.

### **Background**

~~Whilst the surrounding suburban areas show signs of prosperity, the East Fremantle Town Centre itself is generally regarded as unattractive and outdated, lacking appeal, with a significant proportion much of the local community seeking pursuing their needs at other centres with greater improved amenity and a broader and more attractive range of services.~~

The Town Centre has ~~seen experienced more~~ recent development of ~~denser higher density~~ urban housing, notably along Canning Highway, Silas Street and St Peters Road, which has improved the appearance of the centre and contributed to the development of a stronger local community within the centre. However, the commercial core of the Town Centre and the Canning Highway environment remains ~~largely unimproved in need of improvement.~~

Centres of activity, such as the East Fremantle Town Centre, have increasingly become the focus of State Government planning policy. In 2010, the Western Australian Planning Commission (WAPC) released *Directions 2031 and Beyond – Metropolitan planning beyond the horizon* and *State Planning Policy 4.2: Activity Centres Policy for the Perth and Peel Regions (SPP 4.2)*, ~~the latter being reviewed in 2021.~~

~~together these documents identify the need and the means to encourage a greater intensity of development in activity centres to enable more people to live within close proximity of the services they need, to reduce car dependence and increase the long term sustainability of the region. The main implication of this State Government policy is that the Town of East Fremantle town centre would ideally accommodate more than 600 additional dwellings by 2031, in order to meet the targets in the policy, which are designed to help support local services and public transport, and to relieve pressure on suburban residential areas for greater residential capacity.~~

Building on the framework provided by Directions 2031 and Beyond, the WAPC released the Perth and Peel@3.5 million suite of documents in March 2018 that addresses where future homes and jobs should be located to support a population of 3.5 million by 2050; protection of important environmental assets; utilisation of existing and proposed infrastructure; and appropriate areas for greater infill development and residential density.



The Town is located within the Central Sub-Regional Planning Framework whereby 890 additional dwellings are expected to be accommodated within the Town by 2050 to support population growth. It is expected that the majority of these dwellings be provided within identified urban consolidation areas (including activity centres and urban corridors).

The Town Centre is not identified by SPP 4.2 or the Spatial Plan provided in the framework as a higher order centre (it is only identified as a Neighbourhood Centre) but nevertheless functions as a 'mini activity town centre' within the Town. This policy has embraced the principles of SPP 4.2 by considering opportunities for an increase in residential development in and around the Town Centre, as well as a number of adjacent and nearby properties along Canning Highway (identified as a high frequency transit corridor).

The ~~recent~~ State Government policies also reinforce the fundamental principle of *Liveable Neighbourhoods* (WAPC: 2009 update) and draft *Liveable Neighbourhoods* (WAPC: 2015) that describes how urban areas should be composed of a network of interconnected mixed-use centres that lie at the heart of their own walkable catchments. The location of the East Fremantle ~~T~~town ~~C~~centre and its notional walkable catchment is identified in Plan 1 attached to this policy. In response to ~~Liveable Neighbourhoods~~, it is important that additional growth in the ~~T~~town ~~C~~centre and surrounding areas is in a manner conducive to pedestrian movement.

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

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

This policy Given the refocussing of State Government planning policy towards activity centres, and subsequent interest within the development industry about the potential for significant development in these locations, it is important that the Town of East Fremantle adopts an interim position on what the Town considers to be ~~constitutes~~ an acceptable form of development to meet higher order planning policy; what will ~~satisfy meet~~ the concerns of the local community; and enables the viable redevelopment of the ~~under performing~~ ~~T~~town ~~C~~centre. It is anticipated that further planning studies and precinct planning for the Town Centre and its surrounds, guided by the Local Planning Strategy and the Local Commercial Centres Assessment and Strategy, will supersede this policy into the future. —that is the purpose and function of this document.

The Local Planning Strategy generally includes the Town Centre Redevelopment Area in Planning Area B – Town Centre and part of Planning Area C – Canning Highway (Mixed Use). The success of the Town Centre will greatly depend on the increased development of higher residential density development in close proximity. Potential dwelling yields for these planning areas will depend on further investigation to identify opportunity sites suitable for redevelopment and/or further development. However, the LCCAS promotes establishment of 360 - 480 additional dwellings within 1.5 km of the Town Centre to incentivise development of a major anchor tenancy such as a supermarket which could also attract other commercial development in this area.

## Policy

### Extent of the ~~East Fremantle~~ Town Centre ~~Redevelopment~~ ~~Detailed Area Plan~~

This ~~document is applicable~~ policy applies to the area defined in Plan 2 attached to this policy and. ~~Whilst the area includes all of the land shown as existing Town Centre zone and adjacent mixed use zones within the Town of East Fremantle Local Planning Scheme No. 3 together with adjacent land along Canning Highway zoned Mixed Use and a small number of properties zoned Residential adjoining the Town Centre and Mixed Use Zone generally along the Canning Highway alignment, it has been extended to include some of the surrounding area — principally an area to the north of Canning Highway, and more of the Canning Highway corridor. The reasons for this are:~~

The Town Centre Redevelopment Area extends further than the Town Centre Zone for the following reasons:

- The current ~~T~~own ~~C~~entre zone reflects an emphasis on the permissibility of commercial uses, whereas ~~the newdraft~~ SPP 4.2: Activity Centres ~~Policy for the Perth and Peel Regions~~ places a much stronger emphasis on the incorporation of residential development within activity centres – particularly where medium to high density residential development is used as a transition from a busy centre to the quieter suburban surrounds.
- The Canning Highway corridor is the most visible part of the ~~T~~own ~~C~~entre to visitors and should be seen as an integral part of the ~~T~~own ~~C~~entre.
- The Canning Highway corridor should be treated as a street with a degree of consistency on each side ~~(i.e. north and south sides)~~, rather than ~~as~~ a barrier between two different environments.

A ~~series-set~~ of precincts have been identified within the ~~designated-T~~own ~~C~~entre ~~redevelopment~~ ~~A~~area (as shown on Plan 2). These are:

- Town Centre Core Precinct;
- Canning Highway Precinct; and
- Frame Precinct.

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

#### Statement of ~~Desired~~ Intent

The intent of the Town ~~of East Fremantle~~ is to encourage the evolution of the East Fremantle ~~T~~own ~~C~~entre into a robust, vibrant, mixed-use urban village with enough residents, jobs and services to sustain and meet the local needs of the existing community and future generations to come.



A montage of images that suggests the overall intent for the East Fremantle Town Centre.



More specifically:

~~The desired intent of the~~ Town Centre Core Precinct is to be the principal focus of the commercial activity within the Town Centre Redevelopment Area.

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

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

The overall intent for the Town Centre Redevelopment Area is elaborated upon in the following set of planning and urban design objectives:

Planning and Urban Design Objectives:

The proposed ~~Town of East Fremantle~~Town's planning and urban design objectives for the ~~East Fremantle~~Town Centre Redevelopment Area are to:

- Encourage and stimulate renewal of the Town Centre and transform it into a desirable urban village that is the focal point for the local community.
- Establish a character that is sympathetic to, but not a continuation of, the surrounding suburban neighbourhoods.
- Establish an active and attractive street experience.
- Provide diverse and adaptive housing types that are not readily available in the local area.
- Encourage mixed-use development.
- Create a context for a diverse range of businesses and services.
- Retain a local supermarket, and other attractors ~~such as a Post Office,~~ within the Town Centre.
- Maintain and improve, where possible, pedestrian connectivity to the surrounding neighbourhoods, the George Street commercial area and the East Fremantle Oval Precinct.
- ~~Restrict the perceived and overall~~ Establish heights ~~of for new~~ buildings to a scale that is appropriate to their settings within an urban village.
- Encourage buildings that are elegantly proportioned and richly articulated to provide visual interest and relief from uniformity.
- Maintain the significance and visual prominence of the Town Hall, and treat adjacent buildings with respectful sensitivity.
- Reduce the scale of new development at the edge of the Town Centre Redevelopment Area where there is an interface with existing suburban residents.
- Avoid ~~disruption of the urban form with~~ large areas of car parking, and encourage parking that is under, above, or behind new buildings.
- Retain and enhance existing view corridors.
- Encourage the use of alternative modes of transport to the ~~motorcar~~private car.

- Distribute traffic movement where possible and avoid 'bottlenecks'.
- Incorporate a network of publicly accessible open spaces, such as ~~arcades and~~ piazzas.
- Incorporate a generous amount of vegetated landscape, ~~either~~ by means of new planting and/or the retention of existing planting.
- Maintain a degree of continuity in the landscaping of publicly accessible areas.

#### **Detailed Urban Design Guidelines**

Development within the Town Centre Redevelopment Area is subject to the provisions of Local Planning Scheme No. 3 and the Metropolitan Region Scheme (for land abutting Canning Highway Canning).

Local planning scheme provisions relating to the applicable zoning (Town Centre, Mixed Use and Residential) apply to the corresponding land within the Town Centre Redevelopment Area. The R-Codes Vol. 2 applies to design elements for multiple dwellings in areas coded R40 or greater; within mixed use development and activity centres.

When considering applications for development approval within the Town Centre Redevelopment Area, including variations to standards and requirements under Clauses 5.3.4, 5.3.5, 5.6 and 5.8 of Local Planning scheme No. 3, the Town will be guided by the abovementioned planning and urban design objectives and in support of the above planning and urban design objectives, the Town of East Fremantle will refer to the following following performance criteriaElement Objectives and aAcceptable development standardsOutcomes forin each Element for additional guidance in the assessment of development proposals.

### Element 1: Urban Structure

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

In regard to urban structure the policy objectives are:

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

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

### Element 2: Land Use

Land use describes the range of activities that occurs within the ~~T~~town ~~C~~entre Redevelopment Area.

In regard to land use, the policy objectives are:

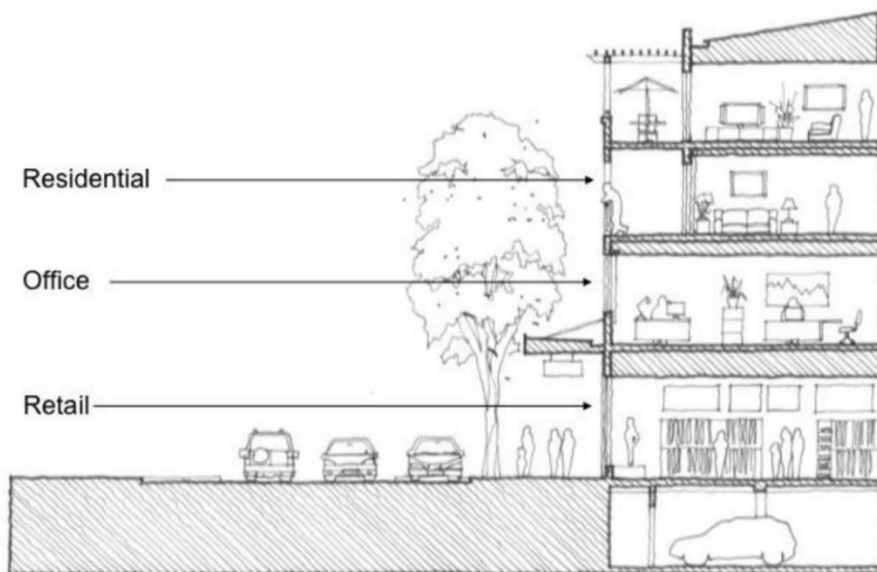
- To provide a vibrant, interesting, attractive focus for human interaction in the community.
- To provide an appropriate context for intensive land uses that employ or attracts relatively high numbers of people, and encourages pedestrian movement between different activities.
- To encourage mixed-use development.
- To engender a residential community within the ~~T~~town ~~C~~entre Redevelopment Area to create a sense of community and provide opportunities for passive surveillance, or 'eyes on the street', outside normal business hours.
- To ensure that land use located within the Fremantle Inner Harbour Port Buffer Areas 2 and 3 are compatible with the strategic operations of the port and the amenity of residents is protected.



<p><b>Performance Criteria/Element Objective</b></p> <p><i>New development should meet these criteria.</i></p>	<p><b>Acceptable Standards/Outcomes</b></p> <p><i>The acceptable development standards/outcomes are ways of meeting the performance criteria/element objective.</i></p>
<p>In regard to land uses within the <u>East Fremantle Town Centre Redevelopment Area</u>, development <u>should</u> is to:</p> <ul style="list-style-type: none"> <li>.. Provide attractive locations for different but compatible types of land uses, which recognise the different spatial needs of different land uses and the appropriateness of the scale of the centre.</li> <li>.. Provide a diverse range of complementary land uses within comfortable walking distance of each other to reduce car-dependence <u>&amp;and</u> the need for expensive land-consumptive road <u>&amp;and</u> parking infrastructure.</li> <li>.. Incorporate 'attractors' with high visitation rates that regularly encourage people to an activity centre.</li> <li>.. Incorporate uses that will generate activity at different times of the day to establish a highly visible human presence in streets and other public places.</li> <li>.. Enable a residential community to be established within an activity centre to engender a sense of community within the place; increase the number of people within the centre outside business hours; and provide the potential for 'eyes on the street'. Council may exercise discretion to increase <del>the</del> residential density <u>within the Town Centre zone by up to 50%</u> where there is significant public benefit in the development, and where the residential mix includes short-term accommodation or smaller and more affordable apartments.</li> <li>.. Incorporate land uses that create a higher density of jobs to help increase the number of people within the centre during business hours.</li> <li>.. Identify opportunities for affordable housing to ensure that urban living is an accessible choice for everyone, including those people who can least afford to live far away from jobs, services and public transport.</li> <li>.. Identify opportunities to establish home-based business and live-work housing, where the premises can evolve in time to small office accommodation.</li> <li>.. <u>Be mindful of the Fremantle Inner Harbour Port Buffer Areas when considering land use.</u></li> </ul>	<p><u>Plan 5: Concept Plan attached to this policy shows indicative land use guidance within the Town Centre Redevelopment Area.</u></p> <ul style="list-style-type: none"> <li>.. <b>Town Centre <u>Core</u> and Canning Highway Precincts:</b> Developments <u>are to shall</u> incorporate commercial uses consistent with those <u>'permitted'allowed</u> under the relevant <u>TPS Local Planning Scheme No. 3 zoning provisions</u> and <u>shall</u> incorporate a minimum of 40% of Net Lettable Area (NLA) floorspace for multiple dwellings and/or short stay accommodation.</li> <li>.. <b>Frame Precinct:</b> <u>Subject to compliance with Local Planning Scheme No. 3 provisions.</u> <u>The preferred use is multiple dwellings and grouped dwellings and</u> <u>Small-scale commercial uses may be incorporated as components of mixed-use developments, providing they are compatible with a residential environment.</u></li> <li>.. <u>Provide residential development in accordance with the relevant standards* in the Residential Design Codes of WA for R-AG 2 (Town Centre Core Precinct), R160 (Canning Highway Precinct), and R100 (Frame Precinct).</u> <u>* unless otherwise varied by this Planning Policy</u></li> <li>.. <b>Fremantle Inner Harbour Port Buffer Areas:</b> <u>Fremantle Inner Harbour Port Buffer Areas 2 and 3 apply to parts of the Town Centre Redevelopment Area (refer to Plan 6 attached). The Town will:</u> <ul style="list-style-type: none"> <li>- <u>Refer applications for development approval to Fremantle Ports for comment for any sensitive use* (excluding residential development of less than 5 dwellings) or other development that will result in a concentration of people within Buffer Area 2;</u></li> <li>- <u>Use the Fremantle Port Buffer Development Guidelines in the assessment and consideration of</u></li> </ul> </li> </ul>



<p><u>Performance Criteria</u> <u>Element Objective</u> <u>New development should meet these criteria.</u></p>	<p><u>Acceptable Standards</u> <u>Outcomes</u> <u>The acceptable development standards/outcomes are ways of meeting the performance criteria/element objective.</u></p>
	<p><u>approval of development applications within the buffer areas;</u>  <u>- Notify Fremantle Ports of any intention to seek to amend the local planning scheme in a manner that could result in an increase in development of sensitive uses within Buffer Area 2 or 3.</u></p> <p><u>*Sensitive use includes residential development, major recreational areas, childcare facilities, aged persons facilities, prisons, hospitals and other institutional uses involving accommodation and any other use that Council considers may be affected by proximity to the Fremantle Inner Harbour.</u></p>



An indicative example of mixed-use development that contains a range of commercial activities and residential units.

Element 3: Building Form, Scale and Height

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

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

- To allow a sufficient mass of building within the Town Centre Redevelopment Area to accommodate enough people and activities within the centre to generate a sense of liveliness.
- To balance the need for denser, higher, and more efficient urban built form with the desire to match the scale of development in the Town Centre to its functional role in the regional hierarchy ~~— fulfil the function of neighbourhood activity centre as determined by the State Activities Centres Policy and as the major commercial centre within the Town.~~
- To provide a sensitive transition where development abuts/adjoins/is in close proximity to heritage properties and residential properties of lesser density capacities.

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



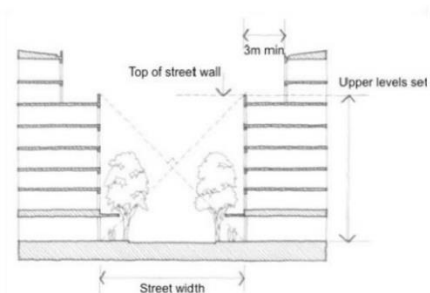
*Indicative examples of appropriate scales and forms for buildings in a Town Centre.*

Element Objective	Acceptable Outcomes
<del>New</del> <u>d</u> Development should meet these criteria.	The acceptable <u>outcomes</u> are ways of meeting the <u>element objective</u> .
<p>In regard to building form, scale and height within the <u>East Fremantle Town Centre Redevelopment Area</u>, development <del>should</del> <u>is</u> to:</p> <ul style="list-style-type: none"> <li>.. Establish a scale of development that is reflective of the centre's role as an urban village.</li> <li>.. Maintain an attractive scale to streets and other public spaces through the use of appropriate building facade heights, particularly for the lower and most visible levels of buildings where they define the edge of a street or other public space.</li> <li>.. Establish a reasonable transition between larger-scaled development within an activity centre and the domestic scale of any existing adjacent residential development.</li> <li>.. Modulate the building mass to create visual interest and break down the perceived scale of large developments.</li> </ul>	<p><u>Council may consider variations to development standards and requirements of Local Planning Scheme No. 3 within the Town Centre Redevelopment Area:</u></p> <ul style="list-style-type: none"> <li>.. <u>To support residential development in the Town Centre Zone exceeding R40 density where the Town is satisfied that the resultant mix of development will be consistent with the planning proposals contained within the Local Planning Strategy and accord with any approved development plan for the centre and the requirements of this policy.</u></li> <li>.. <u>Limit the overall mass of development to a plot ratio of:</u> <ul style="list-style-type: none"> <li>- <u>Town Centre Core Precinct - 3.5 for land within the Town Centre zone;</u></li> <li>- <u>Canning Highway Precinct - 3.0 for land within the Town Centre and Mixed Use zones*; and</u></li> <li>- <u>Frame Precinct – 2.0 for land within the Town Centre zone**.</u></li> </ul> </li> <li>.. <u>Irrespective of maximum building heights and minimum building setbacks permitted, the above plot ratio requirements are not to be exceeded.</u></li> <li>.. Limit the overall height of <del>new</del> development to the heights as indicated in Plan <u>76</u> attached to this policy however, <del>except</del> <u>consider additional height in the Town Centre Core and Canning Highway Precincts*</u> where the development provides significant public benefit (such as publicly accessible spaces, public car-parking, or activities that are deemed to be advantageous to the community or the <u>Town Centre</u> as a whole), <del>and</del> where the additional height is set back a minimum distance of 3 metres to avoid excessive overshadowing of adjacent properties; <u>does not adversely impact on adjoining and nearby heritage listed places; is</u> <del>and</del> treated in a visually recessive manner to reduce its visual impact on the street; <u>and is of exemplary architectural design.</u>  <u>* Height maximum is inclusive of plant and external structures that occupy in excess of 20% of the roof area</u></li> <li>.. In addition to the overall height limits shown on Plan <u>76</u>, limit the 'street wall' height to: <ul style="list-style-type: none"> <li>- <u>5 storeys in the Town <u>C</u>entre core;</u></li> <li>- <u>and 3 storeys in the Canning Highway Precinct, except for buildings in the 'Town Hall Sensitivity Zone' shown on Plan <u>76</u>, where the height <del>shall</del> be no greater than the height of the <u>Town Hall</u> parapet, with any further development above that height to be- set back a minimum of 3 metres and treated in a visually recessive manner to reduce the apparent scale of the building.</u>  <u>(Refer to diagram 'A'-below.)</u></li> </ul> </li> <li>.. As indicated on Plan <u>76</u>, limit the overall height of buildings, in the Frame Precinct** to 3 storeys.</li> </ul>

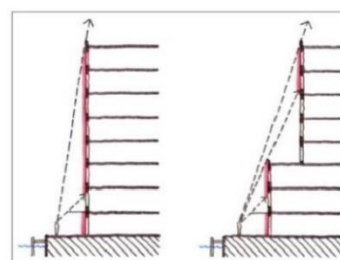


Element Objective	Acceptable Outcomes
<i>New development should meet these criteria.</i>	<i>The acceptable outcomes are ways of meeting the element objective.</i>
	<p>.. In the Canning Highway and Frame Precincts<sup>**</sup>, <del>new</del> development <del>shall be</del> limited to 3 storeys within 12 metres of adjacent existing residences.</p> <p><i>* Note that special development provisions apply to The Entrance (Roofing 2000) site (Lots 418 and 419 Canning Highway, Lot 81 St Peters Road and Lot 423 King Street). Refer to Clause 5.10, Clause 5.11 and Schedule 13 in Local Planning Scheme No. 3 (Amendment No. 14).</i></p> <p><i>** Note that special development requirements apply to the site on Canning Highway between East and Glyde Streets (Lots 14, 15, 16, 17 18 and 19). Refer to Schedule 2: Additional Use Sites and Requirements of Local Planning Scheme No. 3, in relation to Additional Use A9 (Amendment No. 17).</i></p>

Diagram A

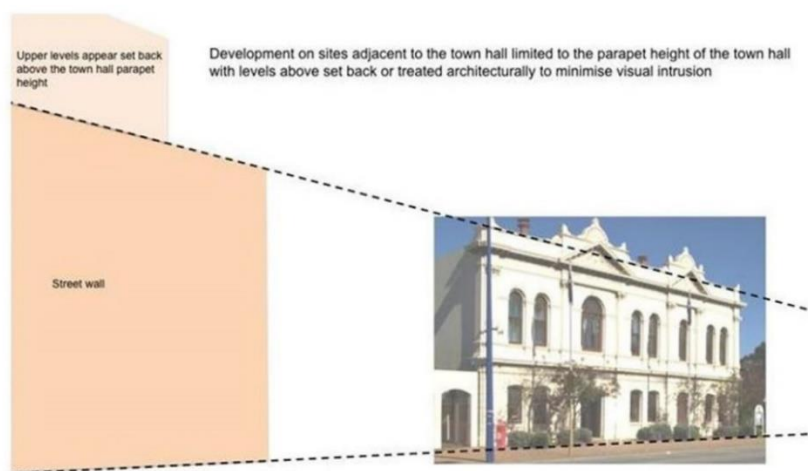


*Indicative example of a building's street wall with the upper levels set back*



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

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



#### Element 4: Occupant Amenity

Occupant amenity refers to the quality of experience enjoyed by residents and other building users within the Town Centre Redevelopment Area.

In regard to occupant amenity, the policy objectives are:

- To recognise that urban living is a different experience from suburban living and that the aspirations of suburban dwellers for quiet, privacy and solitude cannot be applied to the same extent to urban dwellers.
- To provide a reasonable and appropriate degree of noise insulation and privacy for residents within the Town Centre Redevelopment Area.
- To address the requirements of WAPC State Planning Policy 5.4: Road and Rail Noise.
- To include the Fremantle Port Buffer Development Guidelines established by Fremantle Ports for land use planning around the Inner Harbour, where applicable.

<u>Element Objective</u> <i>Now-d</i> Development should meet these criteria.	<u>Acceptable Outcomes</u> The acceptable <u>outcomes</u> are ways of meeting the <u>element objective</u>
<p>To ensure a reasonable level of occupant amenity within the <u>East Fremantle Town Centre Redevelopment Area</u>, development <u>should</u> is to:</p> <ul style="list-style-type: none"> <li>.. Ensure that all buildings promote a high standard of living and workplace for occupants to maintain the option of urban living or working as a desirable choice.</li> <li>.. Provide reasonable access to natural light, natural ventilation and sunlight wherever possible to reduce energy consumption and increase the quality of the occupant experience.</li> <li>.. Maintain a reasonable distance between activities that are clearly incompatible or incorporate design measures to mitigate potential nuisances on adjacent occupants.</li> <li>.. Provide a reasonable degree of privacy for centre residents within the context of an urbanised environment.</li> </ul>	<p><del>.. Development shall be consistent with the relevant standards* in the Residential Design Codes of WA for R AC2 (Town centre core precinct), R160 (Canning Highway precinct), and R100 (Frame precinct), with exception plot ratio conflicts with</del></p> <p><del>* unless otherwise varied by this Planning Policy.</del></p> <p><u>.. Unless otherwise varied by this policy, mixed use and residential development is to be consistent with the relevant requirements of State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments.</u></p> <p><u>.. Development is to comply with Town of East Fremantle Local Planning Policy 3.1.2 – Noise Attenuation Policy and WAPC State Planning Policy 5.4: Road and Rail Noise (SPP 5.4). For properties within the trigger distance specified in SPP 5.4, development applications are to be accompanied by the following information where deemed appropriate, prepared in accordance with the Road and Rail Noise Guidelines:</u></p> <ul style="list-style-type: none"> <li><u>– Noise exposure forecast table assessment; and/or</u></li> <li><u>– Noise level contour map; and/or</u></li> <li><u>– Noise management plan, outlining the proposed noise mitigations measures.</u></li> </ul> <p><u>.. The Town may impose conditions requiring the implementation of mitigation measures as outlined in the Road and Noise Guidelines. In addition,</u></p>

	<p><u>notifications on the Certificate of Title will be required informing the existence of transport noise where existing and/or forecasted noise levels are to exceed the SPP 5.4 outdoor noise targets.</u></p> <p><u>.. Development on properties located within Fremantle Inner Harbour Port Buffer Areas 2 and 3, development is to comply with the Fremantle Port Buffer Development Guidelines.</u></p>
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#### Element 5: Street Interface

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

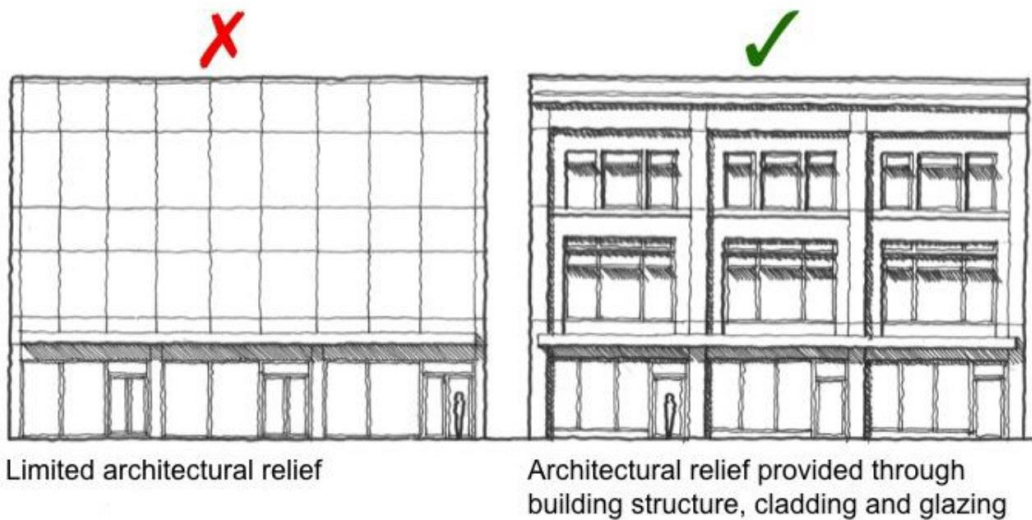
In regard to street interface, the policy objectives are:

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

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



- .. Locate service areas behind buildings, or screened from view, to avoid the intrusion of noise, odour, or visual pollution on publicly accessible areas.
- .. Enable the opportunity for temporary overspill activities, such as al fresco dining and external displays, that provide additional interest to the street.



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



Element 6: Pedestrian Amenity

Pedestrian amenity describes the quality of experience enjoyed by pedestrians as they walk to, and around the Town Centre Redevelopment Area.

In regard to pedestrian amenity, the policy objective is:

- ~~To~~ make walking an attractive option by providing suitable paths to walk on, protection from inclement weather, safe places to cross roads, good lighting, a feeling of personal security, and interesting things to see and do along the way.

<u>Performance Criteria</u> <u>Element Objective</u>  <i>New development should meet these criteria.</i>	<u>Acceptable Development Standards</u> <u>Outcomes</u>  <i>The acceptable development standards/outcomes are ways of meeting the performance criteria/element objective.</i>
<p>In regard to pedestrian amenity within the <u>East Fremantle Town Centre Redevelopment Area</u>, development <del>should</del> <u>is to</u>:</p> <ul style="list-style-type: none"> <li>.. Provide shade and shelter for pedestrians in outdoor spaces to make walking an attractive alternative to car use.</li> <li>.. Employ CPTED principles (Crime Prevention Through Environmental Design) to create a safe, and well-lit pedestrian environment with good surveillance to make walking a psychologically comfortable alternative to car use, particularly at night.</li> <li>.. Provide obvious and direct pedestrian routes to, and between, major attractors to make walking a legible and convenient alternative to car use.</li> <li>.. Enable ease of pedestrian movement across streets to give pedestrians greater confidence and a sense of 'ownership' of the street environment.</li> <li>.. Provide equitable access for all street users (that is, no separation of wheelchair users), wherever possible, to ensure that streets 'belong' to everyone.</li> <li>.. Provide choices in direction within the pedestrian movement network to enable flexibility of movement and greater interest for pedestrians.</li> <li>.. Provide local landmarks, artwork and landscape elements as an aid for legibility.</li> <li>.. Provide continuous paved surfaces along all streets and other identified pedestrian desire lines to make walking a convenient alternative to car use.</li> <li>.. Provide resting opportunities for pedestrians such as bench seats or other street furniture and landscape elements that encourage sitting in the public domain.</li> </ul>	<ul style="list-style-type: none"> <li>.. Buildings with a commercial ground floor adjacent to footpaths <del>shall</del> <u>are to</u> incorporate a canopy or awning that extends at least 2.4m over the footpath, but not within 0.3m of the kerb, and with a minimum height of 2.7m above the footpath.</li> <li>.. Development <del>shall</del> <u>is to</u> be consistent with the WAPC document <i>Designing Out Crime</i>.</li> <li>.. Development <del>shall</del> <u>is to</u> meet all relevant BCA requirements for universal access.</li> <li>.. Provide for the pedestrian connections identified in Plans 3 and 4.</li> <li>.. <u>Connecting pathways are to be of suitable materials and design as agreed to be acceptable by the Town and in reference to the Town of East Fremantle Urban Streetscape and Public Realm Style Guide 2020</u></li> </ul>

### Element 7: Vehicle Movement and Access

Vehicle movement and access refers to the movement of private cars and service vehicles within and around the ~~T~~own ~~C~~entre, and how those vehicles enter buildings and car parks.

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

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

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

Element 8: Vehicle Parking

Vehicle parking refers to the storage of stationary cars within the Town Centre Redevelopment Area.

In regard to vehicle parking, the policy objectives are:

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

<u>Performance Criteria</u> <u>Element Objective</u>	<u>Acceptable Development Standards</u> <u>Outcomes</u>
<u>New development should meet these criteria.</u>	<u>The acceptable development standards/outcomes are ways of meeting the performance criteria/element objective.</u>
<p>In regard to vehicle parking within the <u>East Fremantle Town Centre Redevelopment Area</u>, development <del>should</del> <u>is to</u>:</p> <ul style="list-style-type: none"> <li>.. Provide for the reciprocal use of car parking bays to encourage a high turnover of parking bays and reduce the need to provide large amounts of expensive and land-consumptive car-parking infrastructure for specific activities.</li> <li>.. Locate large car parks away from areas of high pedestrian movement to avoid separating pedestrians from the interest, shade and shelter that buildings provide, and to avoid visually blighting the public domain.</li> <li>.. Locate large car parks so that the pedestrian routes from them encourage people to walk past activities that would otherwise not be well supported by the movement economy.</li> <li>.. Create amenity through the use of passive surveillance, shade and shelter along the pedestrian routes leading to car parks, recognising that car occupants become pedestrians once they leave their cars.</li> <li>.. Support the potential for the use of the park-side street reserves around the park to the south of St Peters Road as a source of shared visitor parking for both the East Fremantle <u>Town Centre</u> and the George Street <del>precinct</del> <u>local centre</u>.</li> <li>.. Provide attractive and secure parking for bicycle, motorbike, gopher and scooter users, and suitable end-of-trip facilities, to encourage their use as an alternative to car travel.</li> <li>.. Provide parking for disabled drivers in accordance with the relevant standards and locate the bays as close as possible to the entrance points of the main activities within the <u>Town Centre Redevelopment Area</u>.</li> </ul>	<ul style="list-style-type: none"> <li>.. On-site car parking <del>shall</del> <u>is to be</u> located <u>either behind street front tenancies or dwellings, below ground level when viewed from the street, or otherwise suitably screened from view out of sight from the adjacent public domain, (except for Rights of Way).</u></li> <li>.. New <u>residential and mixed use</u> development <del>shall</del> <u>is to</u> incorporate bicycle parking in accordance with <u>SPP 7.3 Residential Design Codes Vol. 2 – Apartments storage at a minimum rate of 1 per 60sqm of floorspace or 1 per dwelling which ever is greater.</u></li> <li>.. Development with an office floorspace greater than 250sqm <del>shall</del> <u>is to</u> provide appropriate end-of-trip facilities for cyclists.</li> <li>.. Car parking <del>shall</del> <u>is to be</u> provided at a rate consistent with the <u>TPS Local Planning Scheme No. 3 minimum requirements/provisions, but with a discount of 20% in the case of mixed use buildings where the residential component accounts for at least 40% of the total plot ratio area, and may include consideration of payment in lieu of parking in accordance with an approved parking plan.</u></li> </ul>



Element 9: Landscape and Public Spaces

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

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

- Add character, and enhance the legibility of the Town Centre.
- Create additional physical and psychological comfort to occupants and users of the Town Centre Redevelopment Area.
- Avoid an excessive maintenance burden on the Town of East Fremantle.

<u>Performance Criteria/Element Objective</u>	<u>Acceptable Development Standards/Outcomes</u>
<u>New development should meet these criteria.</u>	<u>The acceptable development standards/outcomes are ways of meeting the performance criteria/element objective.</u>
<p>In regard to landscape and public spaces within the <u>East Fremantle Town Centre Redevelopment Area</u>, development <del>should</del> <u>is to</u>:</p> <ul style="list-style-type: none"> <li>.. Create attractive and well-landscaped streets, parks and other public spaces that enhance the quality and experience of the public realm.</li> <li>.. Employ drought-tolerant and low-maintenance plants.</li> <li>.. Use deciduous vegetation to provide shade in summer and allow sun penetration into buildings and public spaces during winter.</li> <li>.. Use paving materials and street furniture that are robust and easy to clean and maintain.</li> <li>.. Integrate public art into the design of the built environment to help explain the place in which it situated and endow it with cultural significance.</li> </ul>	<ul style="list-style-type: none"> <li>.. Landscape and street furnishings in the public domain <del>shall are to</del> use materials and plants, and street furniture that have been agreed as acceptable by the <u>Town of East Fremantle</u> based on the <u>Town of East Fremantle Urban Streetscape and Public Realm Style Guide 2020</u>, or other adopted policy/guidelines*.</li> <li>.. Public art <del>shall is to be</del> <u>provided in accordance the Town of East Fremantle Local Planning Policy 3.1.9 - Percent for Public Art incorporated into external façade of new development or the adjacent streetscape, to the value of 0.5% of the construction value, up to a maximum of \$150,000 per development. Development less than \$2M in value is excluded from the requirement for public art.</u></li> <li>.. <del>Developments with a commercial component of more than 1000sqm shall incorporate toilet facilities that are accessible by the public during operating hours.</del></li> <li>.. Street trees <del>shall are to be</del> planted at a rate of not less than one per 15m of linear street length, subject to verge width and underground service constraints, <u>with reference to the Town of East Fremantle Urban Streetscape and Public Realm Style Guide 2020.</u></li> </ul> <p><u>*Cl 5.8.4 of Local Planning Scheme No. 3 requires a Landscaping Plan to be approved by Council for development in the Commercial zones.</u></p>

Element 10: Resource Conservation

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

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

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

<u>Performance Criteria</u> <u>New development should meet these criteria.</u>	<u>Acceptable Development Standards</u> <u>The acceptable development standards/outcomes are ways of meeting the performance criteria/element objective.</u>
<p>In regard to resource conservation within the <u>East Fremantle</u> <u>T</u>own <u>C</u>entre, development <del>should</del> <u>is to</u>:</p> <ul style="list-style-type: none"> <li>.. Create an environment that encourages non-automotive modes of travel between activities to reduce transport energy consumption.</li> <li>.. Orientate buildings and openings to benefit from passive climatic heating and cooling opportunities to reduce fixed energy consumption.</li> <li>.. Incorporate energy-generation systems, energy recovery systems, and energy efficient plant wherever possible, to reduce net energy consumption of buildings.</li> <li>.. Enable the retention and adaptive re-use of existing structures, where appropriate, to reduce the consumption of additional building materials and the energy required to manufacture them.</li> <li>.. Maximise the retention and reuse of stormwater for irrigation purposes to reduce the need for expensive stormwater infrastructure, and to reduce the burden on the metropolitan water supply.</li> <li>.. Minimise the landfill component of waste generation, wherever possible, by providing facilities for the storage and collection of recyclable material.</li> </ul>	<ul style="list-style-type: none"> <li>.. <u>Development to comply with the acceptable outcomes of the Energy efficiency, Water management and conservation; and Waste management elements of the Residential Design Codes. All development shall exceed the prevailing requirements of the BCA in respect to energy efficiency.</u></li> <li>.. <u>Consider the Town of East Fremantle Local Planning Policy 3.1.8 Wood Encouragement Policy – General.</u></li> <li>.. <del>Residential components of new development shall achieve a NatHERS rating of at least 6 stars.</del></li> <li>.. <del>Commercial components of new development shall achieve a NABERS rating of at least 3.5 stars.</del></li> </ul>

Element 11: Signage and Services

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

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

- To minimise the visual impact of signage and services on the streetscapes of the Town Centre.

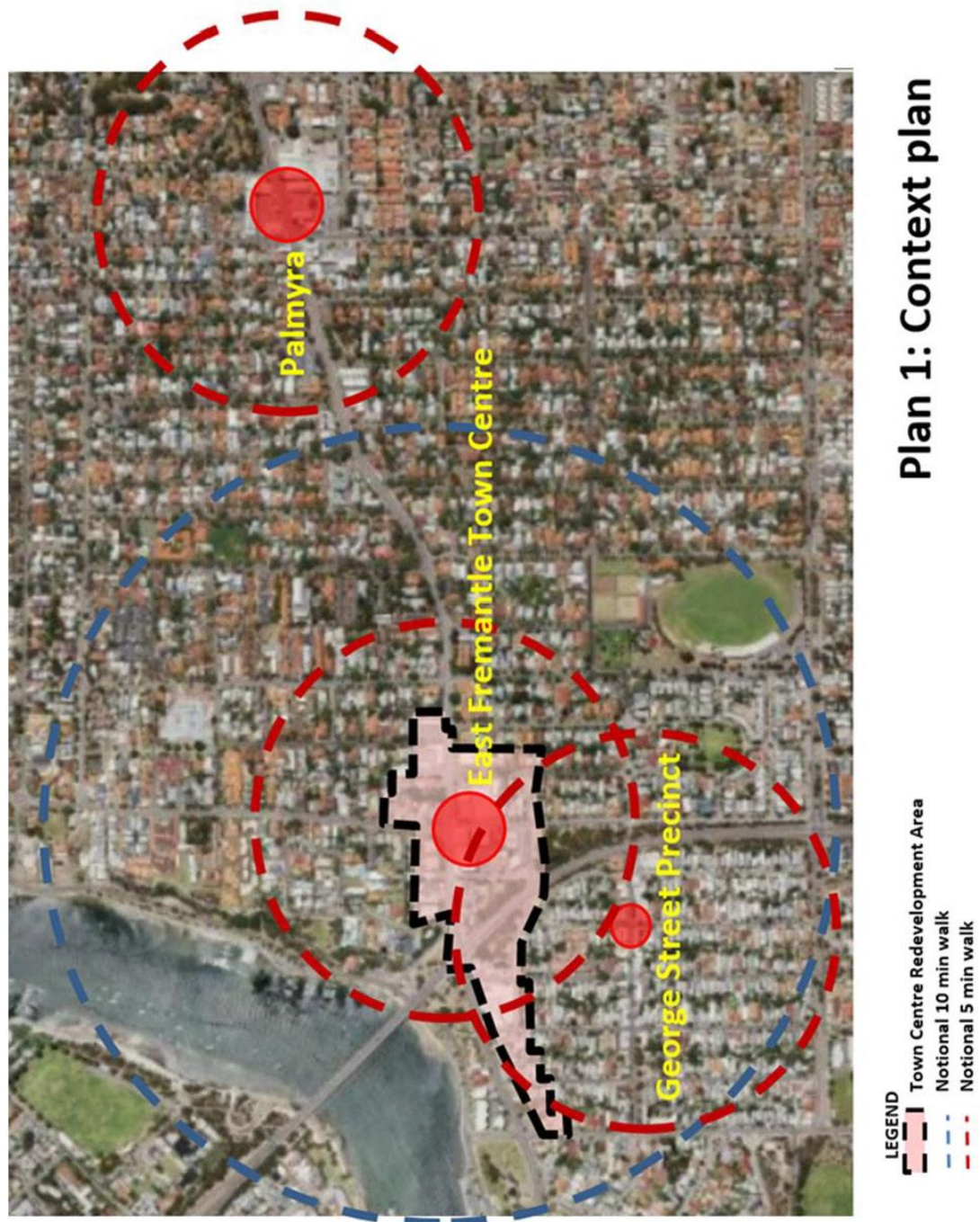
<u>Performance Criteria</u> <u>Element Objective</u> <u>New development should meet these criteria.</u>	<u>Acceptable Development Standards</u> <u>Outcomes</u> <u>The acceptable development standards/outcomes are ways of</u> <u>meeting the performance criteria/element objective.</u>
<p>.. In regard to signage <del>and services</del> within the <u>East Fremantle Town Centre Redevelopment Area</u>, development <del>should</del> <u>is to</u> comply with the Town of East Fremantle <u>Local Planning Policy</u> <del>ies</del> <u>3.1.2 Signage Design Guidelines</u>.</p> <p>.. <u>Any incidental structures and mechanical equipment is to</u> <del>Mechanical equipment (and associated pipes, conduits and ducting)</del> <u>be located to minimise visual impact on adjacent streets and</u> <del>or</del> <u>public open spaces.</u></p>	<p>.. Signage <del>shall is to</del> <u>comply with the Town of East Fremantle's Local Planning Policy 2.1.3 – Signage Design Guidelines/signage policy.</u></p> <p>.. <u>The Town may require the submission of an overall signage plan for approval for the development site, or compliance with an overall signage plan where one has been prepared for a larger area within the Town Centre Redevelopment Area.</u></p> <p>.. <u>Solar Panels and Solar Hot Water Heaters shall comply with the Town of East Fremantle's policy – Guidelines for Solar Collectors.</u></p> <p>.. <u>Any incidental structures and mechanical equipment (including bin stores, solar collectors, air conditioning units, mechanical plant rooms, lift overruns, antennae, satellite dishes and communications masts and the like) is to</u> <del>Other mechanical equipment (and associated pipes, conduits and ducting)</del> <u>shall be located in basements, in screened enclosures, on roofs (subject to height requirements of Element 3), or at the rear of buildings and not visible from the street or adjacent public open space.</u></p> <p>.. <u>Development applications are to include a waste management plan including details of bin storage and collection.</u></p>

## ATTACHMENTS

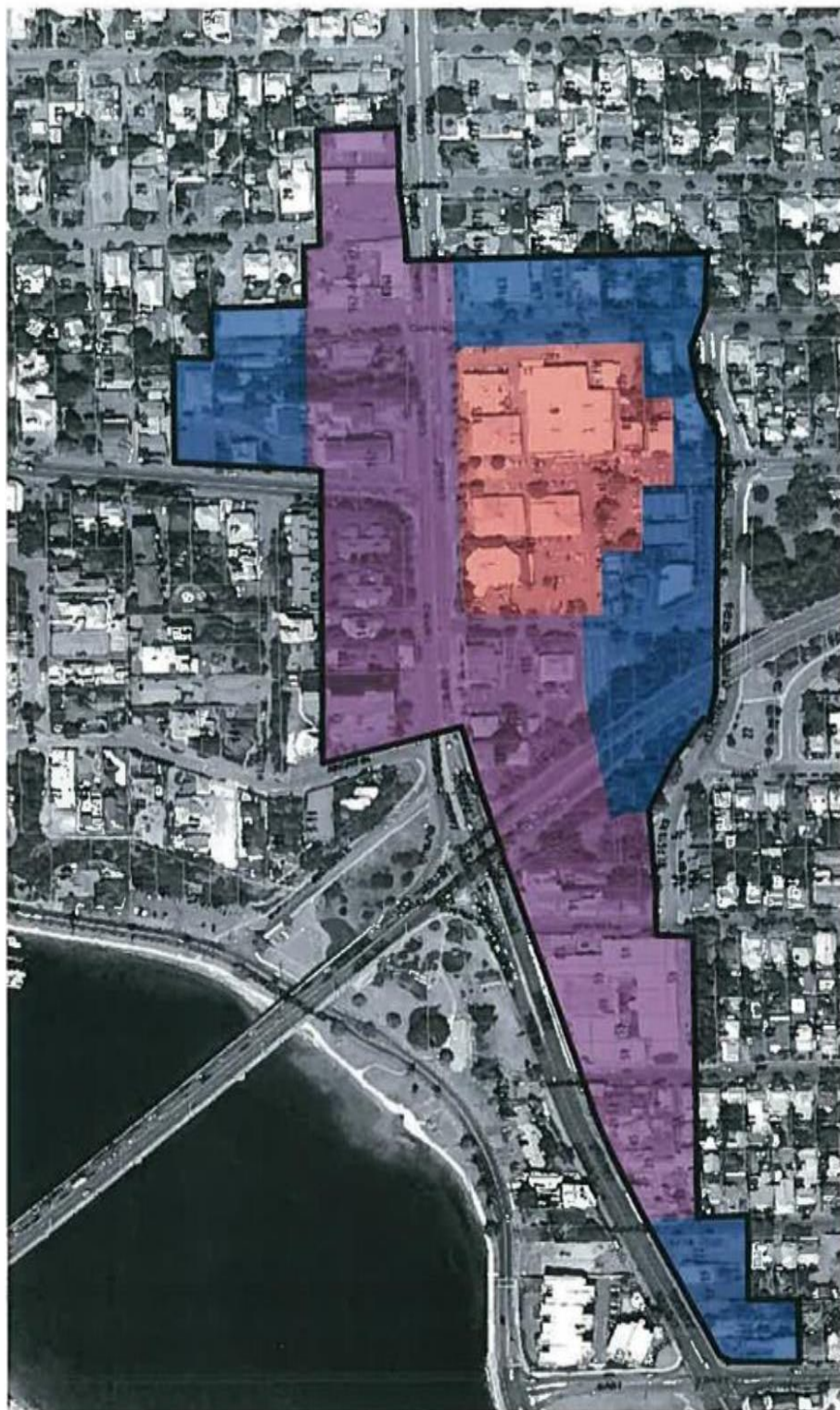
- Plan 1: Context Plan  
 Plan 2: Policy Area and Precincts  
 Plan 3: External Pedestrian Connections and Local Destinations  
 Plan 4: Internal Pedestrian Connections and Public/Urban Spaces  
 Plan 5: Concept Plan  
 Plan 6: Fremantle Inner Harbour Ports Buffer Areas  
 Plan 7: Building Height Plan

Responsible Directorate:	Regulatory Services
Reviewing Officer:	Executive Manager Regulatory Services
Decision making Authority:	Council
Policy Adopted:	15/11/11
Policy Amended/Reviewed:	<del>21/7/15</del> XXXX (date to be inserted following adoption)
Former Policy No:	3.1.4





**Plan 1: Context plan**



**Plan 2: Policy Area and Precincts**

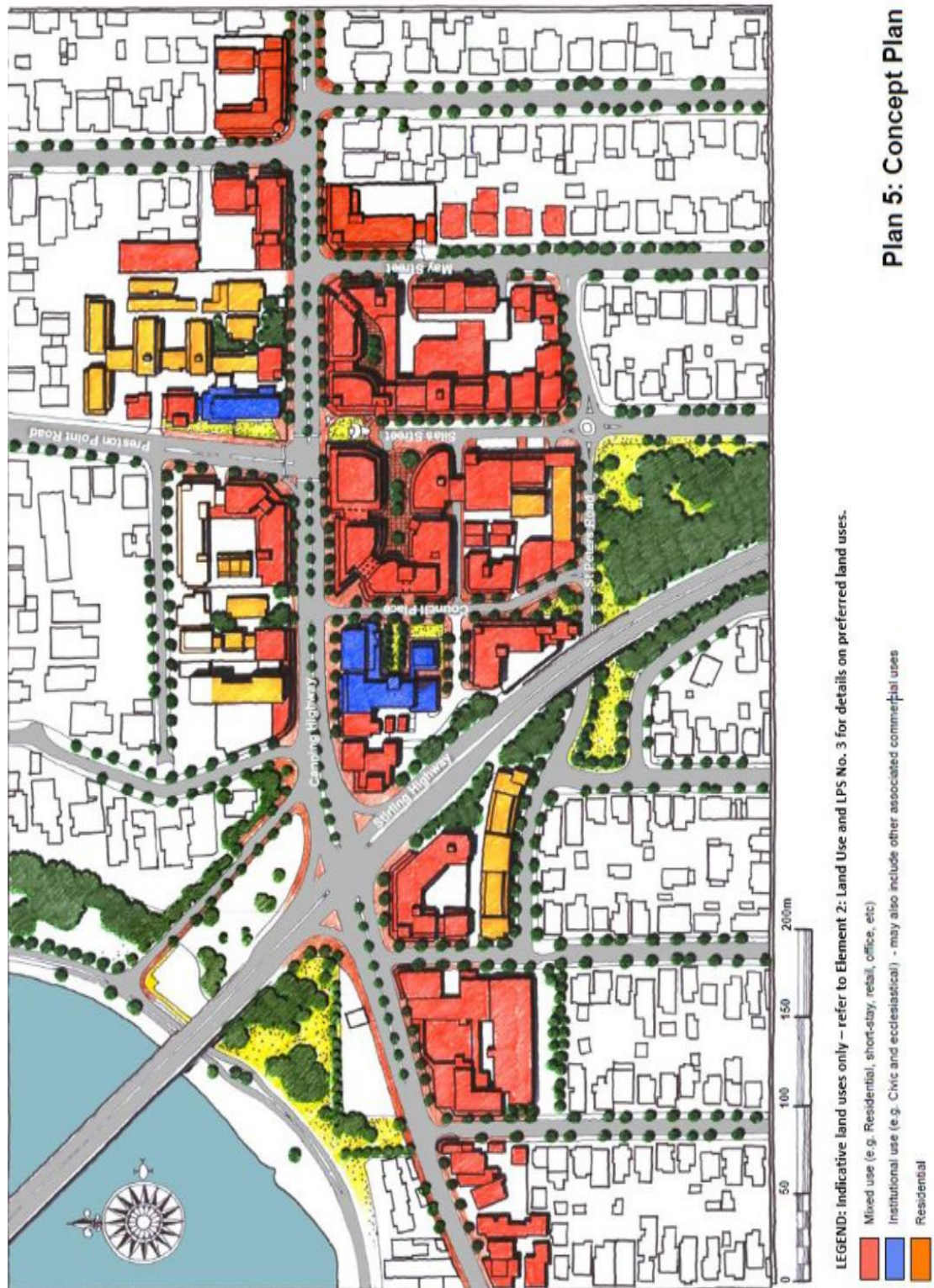




Plan 3: External pedestrian connections and local destinations

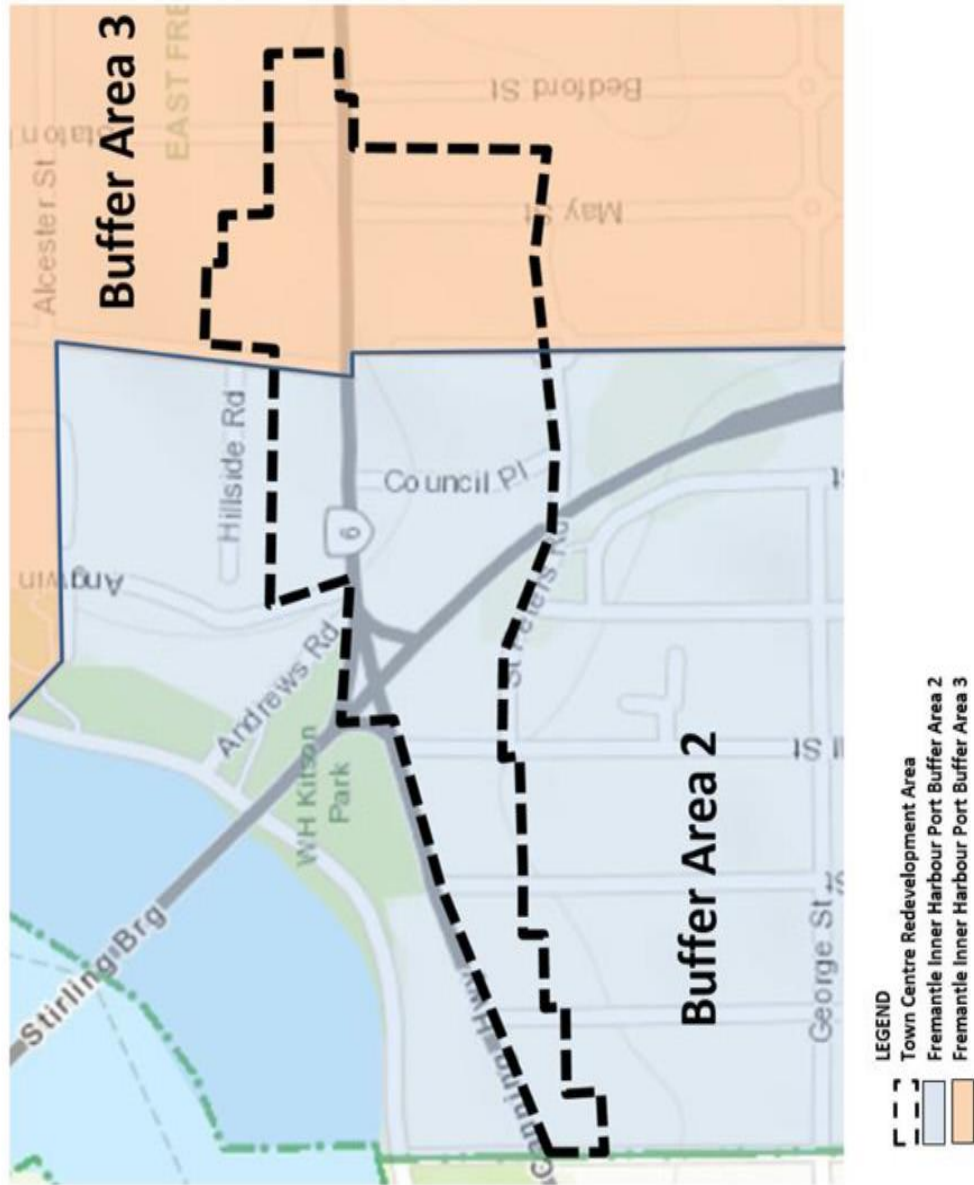






**Plan 5: Concept Plan**





**Plan 6: Policy Area and Fremantle Inner Harbour Port Buffer Areas**

