

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

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

#### Introduction

The intent of this policy is to provide detailed guidance for development within the East Fremantle Town Centre and a defined area surrounding it. This document provides:

- A background summary of the prevailing planning context.
- A statement of desired intent that describes a vision for how the Town Centre Redevelopment Area could 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 development.

This policy document is supported by the following attached plans:

Plan 1: A context plan that identifies the relationship between the Town Centre Redevelopment Area and other centres within and adjacent to the Town of East Fremantle.

Plan 2: The area to which this policy applies and a set of precincts within that area.

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 4: A plan identifying important desired pedestrian connections within the Town Centre (Plan 4).

Plan 5: A concept plan that indicates how the structure and built form of the Town Centre Redevelopment Area might evolve.

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 Town Centre Redevelopment Area.

#### 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**

The East Fremantle Town Centre is generally regarded as lacking appeal, with much of the local community pursuing their needs at other centres with improved amenity and a broader more attractive range of services.

The Town Centre has experienced more recent development of 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 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* and *State Planning Policy 4.2: Activity Centres Policy for the Perth and Peel Regions (SPP 4.2)*, the latter being reviewed in 2021.

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 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 Town Centre and its notional walkable catchment is identified in Plan 1 attached to this policy. In response it is important that additional growth in the Town Centre and surrounding areas is in a manner conducive to pedestrian movement.

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

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 where much of the surrounding neighbourhood contains a long-established building stock with a desirable character, including many with heritage significance.

This policy adopts 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, will supersede this policy into the future.

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 Town Centre Redevelopment Area**

This policy applies to the area defined in Plan 2 attached to this policy and includes the land shown as Town Centre zone 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.

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

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

A set of precincts have been identified within the Town Centre redevelopment 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 Intent**

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



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

More specifically:

- The Town Centre Core Precinct is to be the principal focus of the commercial activity within the Town Centre Redevelopment Area.
- 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 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's planning and urban design objectives for the 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 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.
- Establish heights for 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 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 private car.
- Distribute traffic movement where possible and avoid 'bottlenecks'.
- Incorporate a network of publicly accessible open spaces, such as piazzas.

- Incorporate a generous amount of vegetated landscape 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 the following Element Objectives and Acceptable Outcomes for each Element.

### Element 1: Urban Structure

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

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

### Element 2: Land Use

Land use describes the range of activities that occurs within the Town Centre Redevelopment Area.

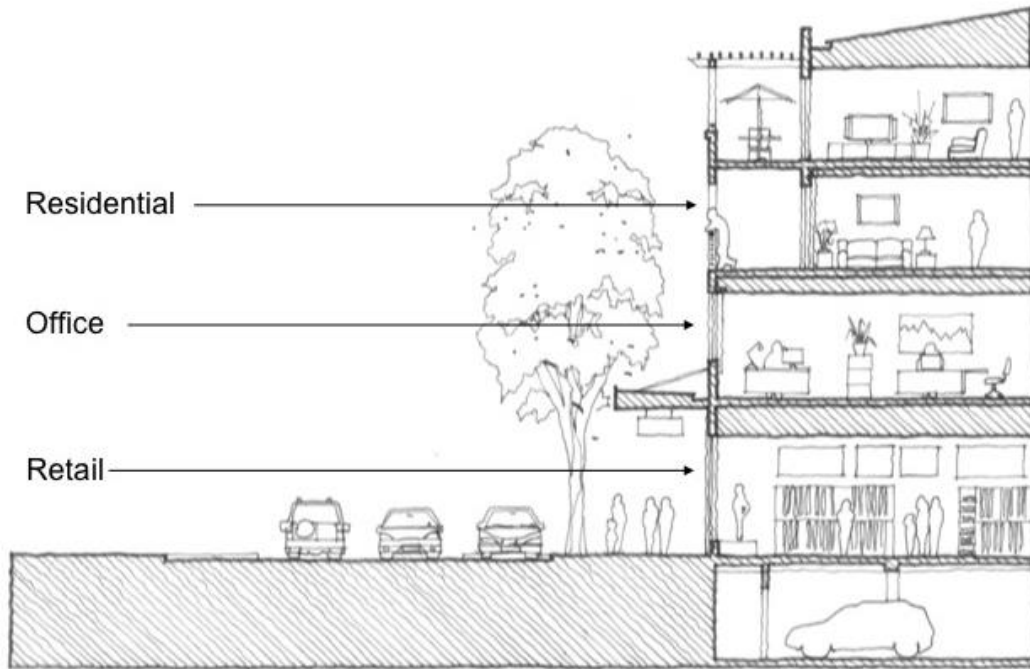
In regard to land use, the policy objectives are:

- 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 Town Centre 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>Element Objective</b></p> <p><i>Development should meet these criteria.</i></p>	<p><b>Acceptable Outcomes</b></p> <p><i>The acceptable outcomes are ways of meeting the element objective.</i></p>
<p>In regard to land uses within the Town Centre Redevelopment Area, development 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 and the need for expensive land-consumptive road and 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 residential density within the Town Centre zone 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>.. Be mindful of the Fremantle Inner Harbour Port Buffer Areas when considering land use.</li> </ul>	<p>Plan 5: Concept Plan attached to this policy shows indicative land use guidance within the Town Centre Redevelopment Area.</p> <ul style="list-style-type: none"> <li>.. <b>Town Centre Core and Canning Highway Precincts:</b> Developments are to incorporate commercial uses consistent with those allowed under the relevant Local Planning Scheme No. 3 provisions and 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> Subject to compliance with Local Planning Scheme No. 3 provisions, the preferred use is multiple dwellings and grouped dwellings and small-scale commercial uses may be incorporated as components of mixed-use developments, providing they are compatible with a residential environment.</li> <li>.. <b>Fremantle Inner Harbour Port Buffer Areas:</b> 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: <ul style="list-style-type: none"> <li>- 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;</li> <li>- Use the Fremantle Port Buffer Development Guidelines in the assessment and consideration of approval of development applications within the buffer areas;</li> <li>- 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.</li> </ul> </li> </ul> <p><i>*Sensitive use includes residential development, major recreational areas, childcare facilities, aged persons facilities, prisons, hospitals</i></p>

<b>Element Objective</b> <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b> <i>The acceptable outcomes are ways of meeting the element objective.</i>
	<i>and other institutional uses involving accommodation and any other use that Council considers may be affected by proximity to the Fremantle Inner Harbour.</i>



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

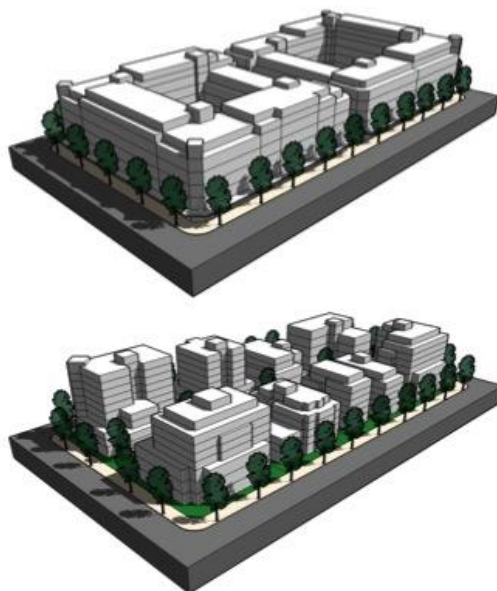
### Element 3: Building Form, Scale and Height

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 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)

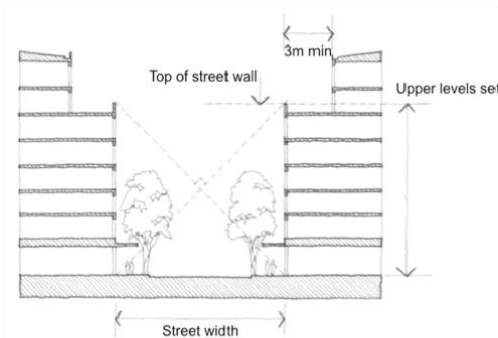


*Indicative examples of appropriate scales and forms for buildings in a Town Centre.*

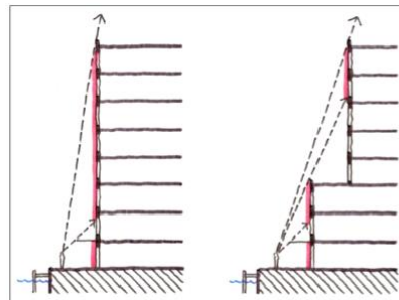
<b>Element Objective</b>  <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b>  <i>The acceptable outcomes are ways of meeting the element objective.</i>
<p>In regard to building form, scale and height within the Town Centre Redevelopment Area, development is to:</p> <ul style="list-style-type: 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>Council may consider variations to development standards and requirements of Local Planning Scheme No. 3 within the Town Centre Redevelopment Area:</p> <ul style="list-style-type: none"> <li>.. 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.</li> <li>.. Limit the overall mass of development to a plot ratio of: <ul style="list-style-type: none"> <li>- Town Centre Core Precinct - 3.5 for land within the Town Centre zone;</li> <li>- Canning Highway Precinct - 3.0 for land within the Town Centre and Mixed Use zones*; and</li> <li>- Frame Precinct – 2.0 for land within the Town Centre zone**.</li> </ul> </li> <li>.. Irrespective of maximum building heights and minimum building setbacks permitted, the above plot ratio requirements are not to be exceeded.</li> <li>.. Limit the overall height of development to the heights as indicated in Plan 7 attached to this policy however, consider additional height in the Town Centre Core and Canning Highway Precincts* 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 Town Centre as a whole) where the additional height is set back a minimum distance of 3 metres to avoid excessive overshadowing of adjacent properties; does not adversely impact on adjoining and nearby heritage listed places; is treated in a visually recessive manner to reduce its visual impact on the street; and is of exemplary architectural design.  <i>* Height maximum is inclusive of plant and external structures that occupy in excess of 20% of the roof area</i> </li> <li>.. In addition to the overall height limits shown on Plan 7, limit the 'street wall' height to: <ul style="list-style-type: none"> <li>– 5 storeys in the Town Centre core;</li> <li>– 3 storeys in the Canning Highway Precinct, except for buildings in the 'Town Hall Sensitivity Zone' shown on Plan 7, where the height be no greater than the height of the Town Hall parapet, with any further development above that height to be set back a minimum of 3 metres and treated in a visually recessive manner to reduce the apparent scale of the building. (Refer to diagram 'A').</li> </ul> </li> <li>.. As indicated on Plan 7, limit the overall height of buildings, in the Frame Precinct** to 3 storeys.</li> </ul>

<b>Element Objective</b> <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b> <i>The acceptable outcomes are ways of meeting the element objective.</i>
	<p>.. In the Canning Highway and Frame Precincts**, development is 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**

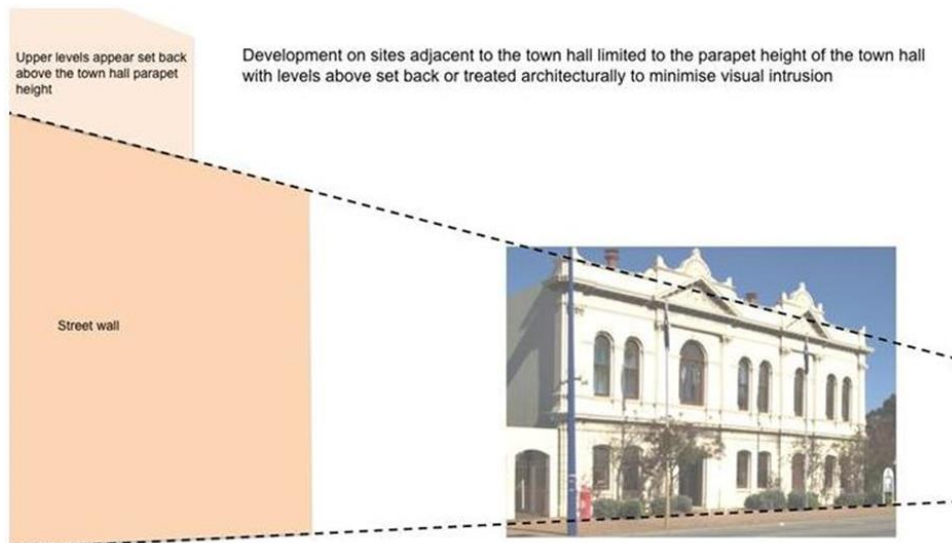


*Indicative example of a building's street wall with the upper levels set back*



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.

<p><b>Element Objective</b></p> <p><i>Development should meet these criteria.</i></p>	<p><b>Acceptable Outcomes</b></p> <p><i>The acceptable outcomes are ways of meeting the element objective</i></p>
<p>To ensure a reasonable level of occupant amenity within the Town Centre Redevelopment Area, development 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>	<ul style="list-style-type: none"> <li>.. 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.</li> <li>.. 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: <ul style="list-style-type: none"> <li>– Noise exposure forecast table assessment; and/or</li> <li>– Noise level contour map; and/or</li> <li>– Noise management plan, outlining the proposed noise mitigations measures.</li> </ul> </li> <li>.. The Town may impose conditions requiring the implementation of mitigation measures as outlined in the Road and Noise Guidelines. In addition, 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.</li> <li>.. 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.</li> </ul>

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.

<p><b>Element Objective</b> <i>Development should meet these criteria.</i></p>	<p><b>Acceptable Outcomes</b> <i>The acceptable outcomes are ways of meeting the element objective.</i></p>
<p>In regard to the street interface of buildings within the Town Centre Redevelopment Area, development is to:</p> <ul style="list-style-type: none"> <li>.. Establish building frontages with glazed openings and doors at street level to encourage human activity on the adjacent street and optimise interaction between people inside and outside buildings.</li> <li>.. Maximise continuity of the building frontage with the street reserve, particularly where there are commercial activities at ground floor level, to provide a strong definition to streets and other public urban space.</li> <li>.. Avoid ambiguity by clearly defining the difference between spaces that are publicly accessible and those that are for private use only.</li> <li>.. Provide architectural richness using articulation of buildings and window displays to create interest, particularly at the street level.</li> <li>.. Provide openings at all building levels to enable passive surveillance of adjacent publicly accessible areas.</li> <li>.. Create interstitial or ‘inside-outside’ spaces through the use of canopies, arcades and other shade structures, to provide shade to window displays, shelter to pedestrians, and to create a softer transition between the inside and outside.</li> <li>.. Utilise building scale and design to create an identifiable scale and character for adjacent streets and publicly accessible spaces.</li> <li>.. Locate service areas behind buildings, or screened from view, to avoid the intrusion of noise, odour, or visual pollution on publicly accessible areas.</li> <li>.. Enable the opportunity for temporary overspill activities, such as al fresco dining and external displays, that provide additional interest to the street.</li> </ul>	<ul style="list-style-type: none"> <li>.. Ground floor commercial elevations to streets (is to 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>..</li> <li>.. Street elevations are to incorporate at least two different materials.</li> <li>.. Development is to provide openings to habitable rooms to any adjacent street reserve or public space.</li> <li>.. Service areas are to be located away from the public domain or screened from view from the public domain.</li> </ul>



Limited architectural relief

Architectural relief provided through building structure, cladding and glazing

*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.

<b>Element Objective</b>  <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b>  <i>The acceptable outcomes are ways of meeting the element objective.</i>
<p>In regard to pedestrian amenity within the Town Centre Redevelopment Area, development is to:</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 are to 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 is to be consistent with the WAPC document <i>Designing Out Crime</i>.</li> <li>.. Development is to meet all relevant BCA requirements for universal access.</li> <li>.. Provide for the pedestrian connections identified in Plans 3 and 4.</li> <li>.. Connecting pathways are to be of suitable materials and design as agreed to be acceptable by the Town and in reference to the Tow of East Fremantle Urban Streetscape and Public Realm Style Guide 2020</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 Town Centre, and how those vehicles enter buildings and car parks.

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

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

<b>Element Objective</b> <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b> <i>The acceptable outcomes are ways of meeting the element objective.</i>
<p>In regard to vehicle movement within the Town Centre redevelopment Area, development is to:</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>.. Development is to be limited to one crossover per street.</li><li>.. Development adjacent to Canning Highway is to comply with any Main Roads 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.

<b>Element Objective</b> <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b> <i>The acceptable outcomes are ways of meeting the element objective.</i>
<p>In regard to vehicle parking within the Town Centre Redevelopment Area, development is to:</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 Town Centre and the George Street local centre.</li><li>.. Provide attractive and secure parking for bicycle, motorbike, gopher and scooter users, and suitable end-of-trip facilities, to encourage their use as an alternative to car travel.</li><li>.. Provide parking for disabled drivers in accordance with the relevant standards and locate the bays as close as possible to the entrance points of the main activities within the Town Centre Redevelopment Area.</li></ul>	<ul style="list-style-type: none"><li>.. On-site car parking is to be located either behind street front tenancies or dwellings, below ground level when viewed from the street, or otherwise suitably screened from view from the adjacent public domain.</li><li>.. New residential and mixed use development is to incorporate bicycle parking in accordance with SPP 7.3 Residential Design Codes Vol. 2 – Apartments.</li><li>.. Development with an office floorspace greater than 250sqm is to provide appropriate end-of-trip facilities for cyclists.</li><li>.. Car parking is to be consistent with Local Planning Scheme No. 3 provisions. and may include consideration of payment in lieu of parking in accordance with an approved parking plan.</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.

<p><b>Element Objective</b></p> <p><i>Development should meet these criteria.</i></p>	<p><b>Acceptable Outcomes</b></p> <p><i>The acceptable outcomes are ways of meeting the element objective.</i></p>
<p>In regard to landscape and public spaces within the Town Centre Redevelopment Area, development is to:</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 are to use materials and plants, and street furniture that have been agreed as acceptable by the Town based on the Town of East Fremantle Urban Streetscape and Public Realm Style Guide 2020, or other adopted policy/guidelines.*.</li> <li>.. Public art is to be provided in accordance the Town of East Fremantle Local Planning Policy 3.1.9 - Percent for Public Art.</li> <li>..</li> <li>.. Street trees are to be planted at a rate of not less than one per 15m of linear street length, subject to verge width and underground service constraints, with reference to the Town of East Fremantle Urban Streetscape and Public Realm Style Guide 2020.</li> </ul> <p><i>*CI 5.8.4 of Local Planning Scheme No. 3 requires a Landscaping Plan to be approved by Council for development in the Commercial zones.</i></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.

<b>Element Objective</b> <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b> <i>The acceptable outcomes are ways of meeting the element objective.</i>
<p>In regard to resource conservation within the Town Centre, development is to:</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>.. Development to comply with the acceptable outcomes of the Energy efficiency; Water management and conservation; and Waste management elements of the Residential Design Codes.</li> <li>.. Consider the Town of East Fremantle Local Planning Policy 3.1.8 Wood Encouragement Policy – General.</li> <li>..</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.




<b>Element Objective</b> <i>Development should meet these criteria.</i>	<b>Acceptable Outcomes</b> <i>The acceptable outcomes are ways of meeting the element objective.</i>
<ul style="list-style-type: none"><li>.. In regard to signage within the Town Centre Redevelopment Area, development is to comply with the Town of East Fremantle Local Planning Policy 3.1.2 Signage Design Guidelines.</li><li>.. Any incidental structures and mechanical equipment is to be located to minimise visual impact on adjacent streets and public open spaces.</li></ul>	<ul style="list-style-type: none"><li>.. Signage is to comply with the Town of East Fremantle Local Planning Policy 2.1.3 – Signage Design Guidelines</li><li>.. 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.</li><li>.. .. 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 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.</li><li>.. Development applications are to include a waste management plan including details of bin storage and collection.</li></ul>

<b>Responsible Directorate:</b>	Regulatory Services
<b>Reviewing Officer:</b>	Executive Manager Regulatory Services
<b>Decision making Authority:</b>	Council
<b>Policy Adopted:</b>	15/11/11
<b>Policy Amended/Reviewed:</b>	21/7/15 and 16/05/23
<b>Former Policy No:</b>	3.1.4

## **ATTACHMENTS**

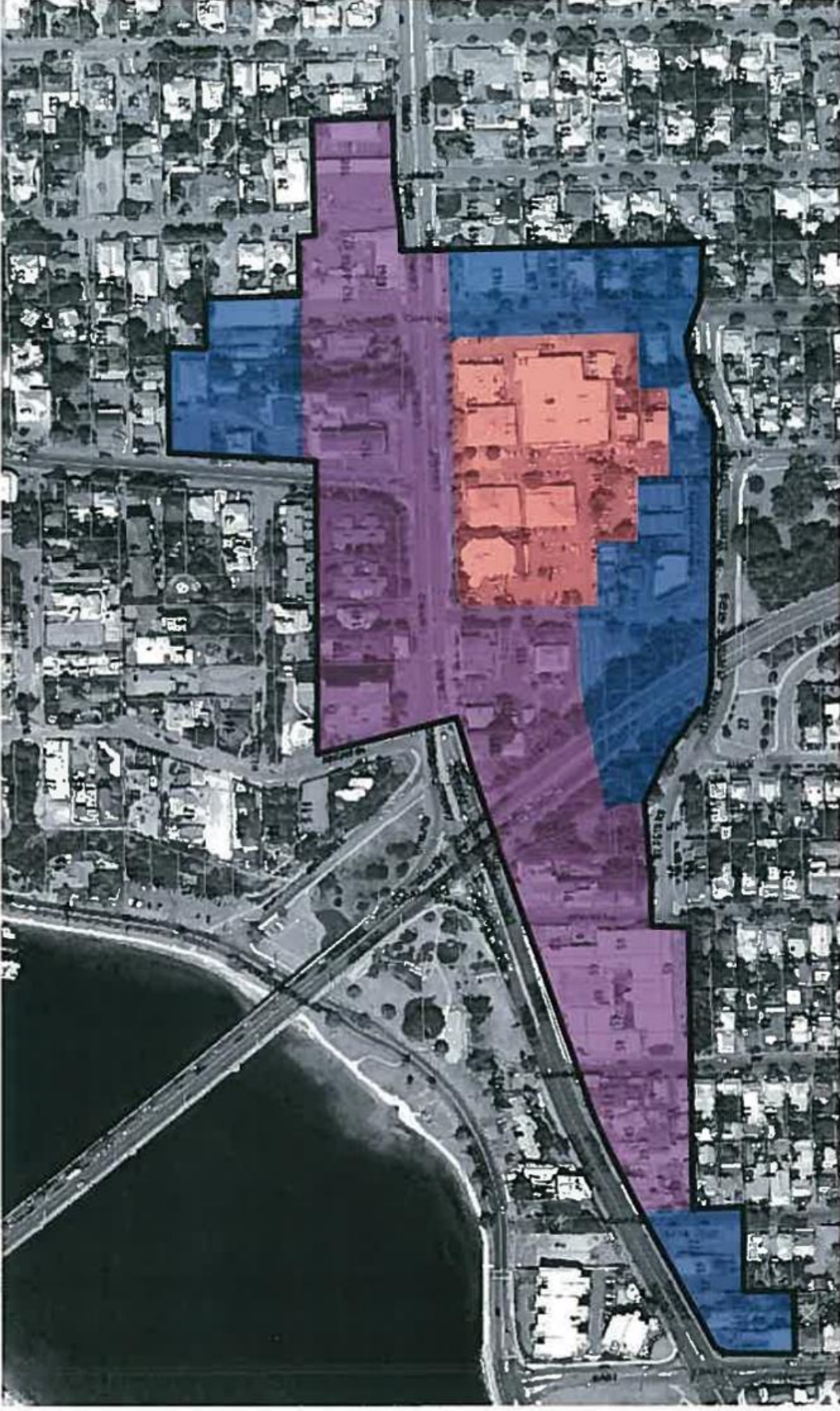
- Plan 1:** Context Plan
- Plan 2:** Policy Area and Precincts
- Plan 3:** External Pedestrian Connections and Local Destinations
- Plan 4:** Internal Pedestrian Connections and Public/Urban Spaces
- Plan 5:** Concept Plan
- Plan 6:** Fremantle Inner Harbour Ports Buffer Areas
- Plan 7:** Building Height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



- LEGEND**
-  Town Centre Redevelopment Area
  -  Notional 10 min walk
  -  Notional 5 min walk

## Plan 1: Context plan





- LEGEND**
- Extent of policy area
  - Town centre core precinct
  - Canning Highway precinct
  - Frame precinct

**Plan 2: Policy Area and Precincts**



Plan 3: External pedestrian connections and local destinations



**LEGEND**

- Public space
- Urban space (privately owned but publicly accessible)

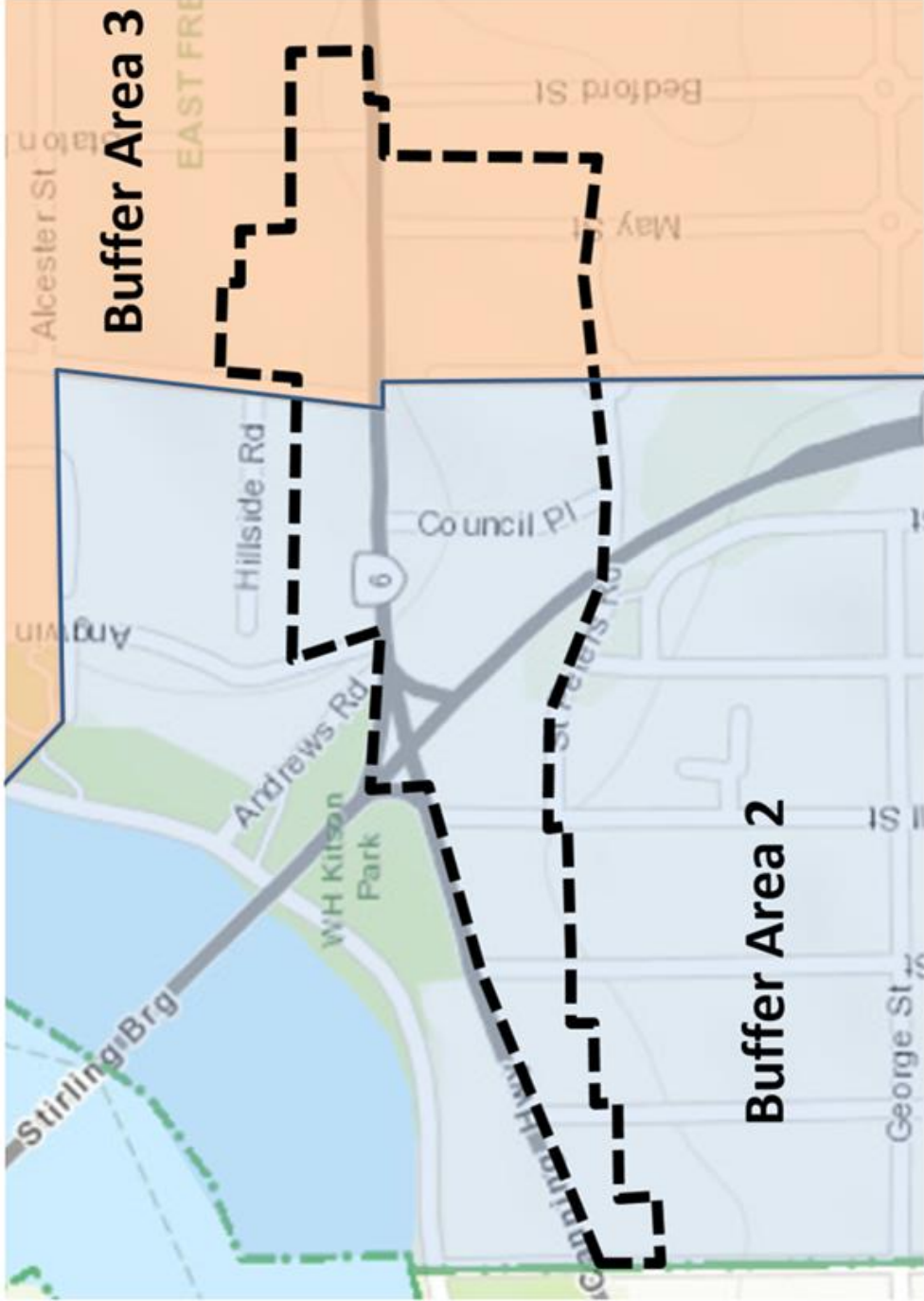
**Plan 4: Internal pedestrian connections and public/urban spaces**



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

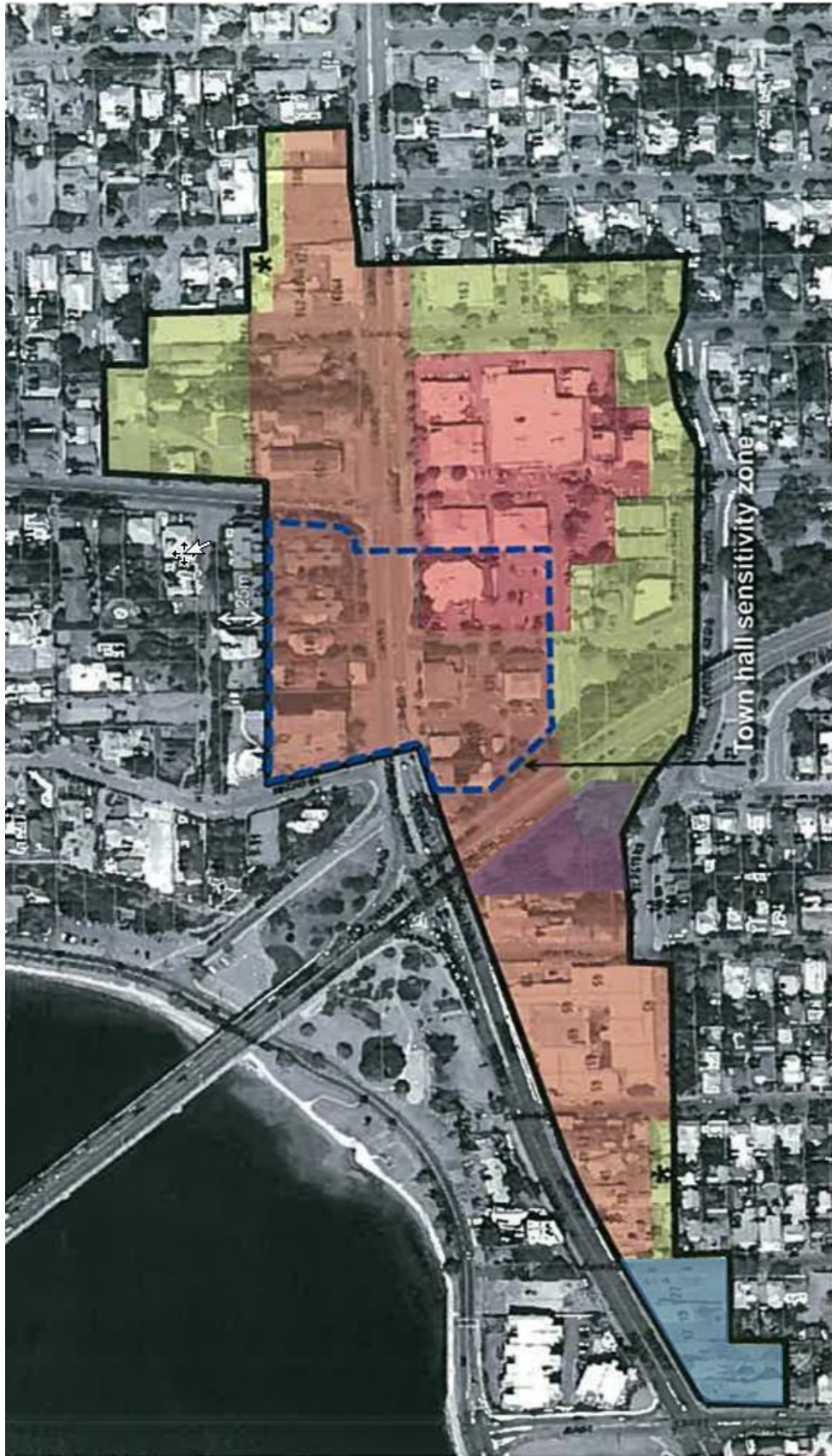
- Mixed use (e.g. Residential, short-stay, retail, office, etc)
- Institutional use (e.g. Civic and ecclesiastical) - may also include other associated commercial uses
- Residential

**Plan 5: Concept Plan**



- LEGEND**
-  Town Centre Redevelopment Area
  -  Fremantle Inner Harbour Port Buffer Area 2
  -  Fremantle Inner Harbour Port Buffer Area 3

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



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

- 3D Building envelope + other conditions apply as per Schedule 13 of LPS No.3 (Amt 14)
- Height provisions apply as per A9 of Schedule 2 of LPS No.3 (Amt 17)

### Plan 7: Building height plan

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