



TOWN *of*

EAST FREMANTLE

(Draft)

Local Planning Strategy

Part 1 – Local Planning Strategy

July 2021

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Preface

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

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

Submissions

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

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Part 1 - Strategy

1 Local Planning Strategy

1.1 Background

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

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

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

1.2 Introduction

The Town's LPS comprises:

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

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

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

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

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

1.3 Vision

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

Strategic Community Plan Vision Statement

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

Table 1 - Strategic community plan themes, outcomes and responses

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

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

1.4 Issues and opportunities

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

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

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

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

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

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

2 Community, Urban Growth and Settlement

2.1 Planning Issue/Opportunity No.1 - Housing

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

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

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

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

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

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

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

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

2.2 Issues to be considered

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

Table 2 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 1 - Housing

Planning Direction	Action	Rationale	Timeframe
1. Facilitate urban consolidation through promoting land use intensification and mixed-use development within identified planning areas for investigation in Activity Centres, Urban Corridors and Activity Centres and Urban Corridors Catchment Precincts.	i. In collaboration with MRWA and City of Melville, carry out a Canning Highway Urban Corridor Precinct study to include planning opportunities for residential, commercial and mixed use development along Canning Highway in consideration of a range of impacts and constraints including (but not limited to) access and heritage issues, multiplicity of land ownership, PRR reserve encroachment, infrastructure buffers and adjoining land uses.	<p>Section 4.3.3 of Part 2 – Although having theoretical capacity for further development, a number of constraints limit actual development opportunities indicating a need to provide guidance and support for landowners.</p> <p>Section 8.1 of Part 2 – Canning Highway is subject to extensive MRS reservations impacting numerous private properties in regard to land requirement, access and the need for noise management/mitigation; part of Canning Highway is an important freight route to be protected; part of this land is affected by the Fremantle Port buffers.</p>	Short Term (1-5 years)
	ii. As guided by the Canning Highway Study, or separately in collaboration with the City of Melville and stakeholders (including MRWA), undertake/oversee the development of a precinct plan to guide further detailed planning for development for the Petra Street District Centre with a focus on Planning Area A in the medium term (5-10 years), which provides opportunity for high quality residential and public realm development and presence as an eastern landmark entry point to the Town.	Section 5 of Part 2 – A planning area to support additional dwellings required for population growth within an urban consolidation precinct guided by the Central Sub-regional Planning Framework, as applied to the local context and identified in the Town’s Housing Capacity Study.	Short Term (1-5 years)

Table 2 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 1 - Housing

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

Table 2 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 1 - Housing

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

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

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

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

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

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

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

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

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

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

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

2.4 Issues to be considered

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

Table 3 - Community, growth and settlement - planning directions and actions for Planning Issue/Opportunity No. 2 - Cultural heritage

Planning Direction	Action	Rationale	Timeframe
1. Ensure protection of Aboriginal Heritage sites and respect and celebrate Aboriginal culture in planning outcomes.	i. Following further progress with developing the Town’s Reconciliation Action Plan (RAP), investigate how the Town could better identify and understand Aboriginal culture and local places of interest and significance, with a view to investigate how to better consider and incorporate these into land use and development decisions.	Section 5.2.1 of Part 2 – The RAP process may identify issues that can be addressed through land use and development processes where appropriate.	Ongoing (throughout the life of the LPS, requiring regular review)
	ii. Undertake a review of the Local Heritage Survey (LHS) and Heritage List including: <ul style="list-style-type: none"> – consideration of designation of further heritage areas; – consideration of removing natural bushland and cliff areas from heritage listing as they are already protected by MRS reservation; and – identification of a schedule for ongoing review. 	Section 5.2.3 of Part 2 – Review of the LHS will ensure the list of places of significance are up to date and inform any need for further heritage areas within the Town Section 7.2 of Part 2 – The four Landscape Protection Areas as heritage listings may not be necessary.	Immediate (less than 1 year).
3. Provide guidance for quality development to take place in an appropriate urban form and design in accordance with identified desired character for the area.	iii. In collaboration with the local community, further develop desired character contexts for the identified planning areas throughout the Town during the precinct planning process using Appendix A2 - Streetscape character types of SPP 7.3 – R-Codes 2 as a base guide and identifying where development requirements may be amended to better align with character design outcomes.	Section 5.3.1 of Part 2 – There is a need to balance development and growth whilst continuing to protect heritage and character.	Ongoing (throughout the life of the LPS, requiring regular review)
	iv. As part of the precinct planning process for the urban consolidation precincts planning areas, ensure that design guidelines (in addition to the Urban Streetscape and Public Realm Style Guide) are developed to guide urban form and character for development in accordance with agreed character contexts and that new built form transitions to the surrounding established suburban environment.	As above and Section 5.3 of Part 2 - Additional development guidelines will be required for future changes resulting from future projects and investigations.	Ongoing (throughout the life of the LPS, requiring regular review)
	v. Regularly review LPP 3.1.1 - Residential Design Guidelines (RDGs) to ensure that:	Section 3.4 of Part 2 – This policy does not provide adequate	Ongoing (throughout the life of the LPS, requiring regular review)

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

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

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

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

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

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

Issues to be considered

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

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

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

3 Economy and employment

3.1 Planning Issue/Opportunity No. 4 - Activity Centres

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

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

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

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

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

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

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

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

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

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

3.2 Issues to be considered

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

Table 5 - Economy and employment - planning directions and actions for Planning Issue/Opportunity No. 5 - Activity centres

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

4 Environment

4.1 Planning Issue/Opportunity No. 5 – Natural Areas

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

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

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

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

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

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

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

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

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

4.2 Issues to be considered

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

Table 6 - Environment - planning directions and actions for Planning Issue/Opportunity No. 5 - Natural areas

Planning Direction	Action	Rationale	Timeframe
1. Protect the Swan River from stormwater outfall pollution and help to protect the foreshore from further erosion.	i. In collaboration with the Department of Biodiversity, Conservation and Attractions, continue to use the recommendations of the East Fremantle Foreshore Master Plan to guide public infrastructure investment to continue to implement the actions of this study, including stabilising and enhancing the foreshore to reduce erosion and continue to monitor and maintain this work where it has already been carried out.	Section 7.3.2 and 7.3.3 of Part 2 - Stormwater outfall pipes discharge directly into the river and the East Fremantle Foreshore Master Plan (2016) includes a program for repair and maintenance of the river walls and other foreshore infrastructure which is progressively being undertaken by the Town.	Ongoing (throughout the life of the LPS, requiring regular review).
2. Ensure protection and enhancement of cliff areas along and near the Swan River foreshore.	ii. Develop/ review and implement environment management plans (EMPs) to protect and enhance habitats for natural bushland, flora and fauna at: <ul style="list-style-type: none"> - Jerrat Drive Cliff area; - The cliff area between Andrews Road and Leeuwin Barracks; and - Locke Crescent Nature Reserve. 	Section 7.2 of Part 2 – EMPs for these important natural areas are not yet developed or require updates.	Short term (1-5 years) Short term (1-5 years) Medium term (5-10 years)
3. Ensure protection of assets along or near the Swan River foreshore from hazards associated with climate change and rising sea levels through land use planning and management whilst engaging stakeholders and the community in the decision making process.	iii. In collaboration with stakeholders and the community, undertake a Coastal Hazard Risk Mitigation and Action Plan (CHRMAP) to identify hazards, analyse vulnerability and prioritise management and adaptation responses through an implementation plan for the assets along and near the Swan River foreshore. Once finalised, consider any recommendations that suggest development of local planning policy and/or amendments to the local planning scheme to mitigate and manage coastal hazard risk in this vicinity.	Section 2.2 of Part 2 - SPP 2.6 policy direction. Section 7.5 - The Town officially recognises the Climate Change Emergency and a CHRMAP would assist in identifying and managing risk for existing and future assets (public and private).	Short term (1-5 years)

Table 6 - Environment - planning directions and actions for Planning Issue/Opportunity No. 5 - Natural areas

Planning Direction	Action	Rationale	Timeframe
4. Encourage increased tree canopy coverage to reduce negative environmental impacts associated with carbon emissions and climate change.	iv. Using the Town of East Fremantle Precision Urban Forest Monitoring – Final Report as a base, continue to monitor tree canopy coverage through capture of tree canopy data.	Section 7.6 of Part 2 - Accurate and current data is essential for targeting planting area, guiding management strategies and measuring success.	Ongoing (throughout the life of the LPS, requiring regular review).
	v. Consider development of an urban forest strategy/tree planting plan for the Town to protect and find opportunities to increase the tree canopy cover in suitable locations on public land.	Section 7.6 of Part 2 - The Town can contribute to increased tree canopy cover in the public realm.	Short term (1-5 years)
	vi. Use the Urban Streetscapes and Public Realm Style Guide to guide public infrastructure investment (including appropriate tree species selection and planting methodology) to protect and enhance the characteristics of the Town’s streetscapes and public access areas.	Section 5.3 of Part 2 - The guide establishes an appropriate style for the Town’s streetscape and public realm responding to culture, heritage, character, ecology and environment.	Ongoing (throughout the life of the LPS, requiring regular review).
5. Protect and preserve significant Swan River viewsheds from being adversely impacted by new development.	vii. As part of the precinct structure plan process for the future redevelopment of Leeuwin (Planning Area J), and in consultation with the Department of Biodiversity, Conservation and Attractions and the community, identify viewsheds of scenic or historic value deemed worthy of preservation, that are visible from public areas and ensure that new development does not impinge on these viewsheds.	Section 2.2 of Part 2 – SPP 2.6 and SPP 2.10 policy direction to protect visual landscape of the Swan River.	Short term (1-5 years)

5 Infrastructure

5.1 Planning Issue/Opportunity No. 6 - Transport

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

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

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

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

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

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

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

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

5.2 Issues to be considered

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

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport

Planning Direction	Action	Rationale	Timeframe
1. Increase local catchments by encouraging intensification of residential and commercial growth in activity centre hubs and urban corridors with access to high frequency public transport to support investment in public infrastructure for cycling, walking and public transport.	i. In collaboration with MRWA and City of Melville, carry out a Canning Highway Urban Corridor Precinct study to include planning opportunities for residential, commercial and mixed use development along Canning Highway in consideration of a range of impacts and constraints, including those involved with Canning Highway and the Fremantle Port Buffers.	Section 8.1 of Part 2 –An overall study is required to assist in identifying future development residential, commercial and mixed use development opportunities along the Canning Highway urban corridor and provide recommended planning solutions to address matters associated with the need for coordinated access, the Fremantle Port Buffers, Western Power buffers, PRR road reservation encroachment and road noise (in addition to heritage protection and amenity for neighbouring properties). This in turn will guide further detailed precinct planning for planning areas along Canning Highway.	Short term (1-5 years).
	ii. Use recommendations of the Traffic Management and Movement Plan to guide public infrastructure investment to implement the strategy, including: <ul style="list-style-type: none"> – In collaboration with MRWA where applicable, provision of safe and efficient road pavements and intersection upgrades as demand changes. – Installation of appropriate traffic management measures and infrastructure to control traffic directional movements, volumes and speed. – Consider Local Area Traffic Management studies as required. – In collaboration with PTA and other stakeholders support increased frequency and quality public transport options and extended service to the Preston Point 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including a Traffic Management and Movement Plan) to facilitate an effective and	Ongoing (throughout the life of the LPS, requiring regular review)

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport

Planning Direction	Action	Rationale	Timeframe
Movement Plan, Parking Management Plan and an Active Transport Plan) to improve the accessibility of residents and visitors to employment, recreation and services based on needs and growth.	Precinct (Preston Point Road North Recreation Precinct and future Leeuwin Barracks development).	efficient transport system for all traffic movements.	
	iii. Use recommendations of the Parking Management Plan to guide public infrastructure investment to implement the strategy, including: <ul style="list-style-type: none"> - In collaboration with stakeholders, investigation of options for the management of parking in identified ‘hotspot’ areas through time limits, parking fees, pavement/line marking, signage and encouraging increased walking and cycling. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including a parking Management Plan).	Short Term (1-5 years)
	iv. Develop a payment in lieu of parking plan and local planning policy to support this in accordance with the Regulations (Part 9A) guided by the recommendations of the Draft ITMMS (Parking Plan) as appropriate.	As above.	Immediate (less than 1 year)
	v. Use recommendations of the Active Transport Plan to guide public infrastructure investment to implement the strategy, including: <ul style="list-style-type: none"> - In collaboration with the City of Melville and the City of Fremantle where applicable, provision of a connected network of pedestrian and cycling pathways, including a trail from the Fremantle Port to Point Walter. - Provision of upgraded and safe walking and cycling infrastructure (including safe crossing of Canning Highway) and as per the proposed bicycle plan and the LTCN for Perth. - Provision of supporting facilities to create a pleasant environment for walking and cycling such as shade, seating, drinking fountains, bicycle parking and lighting in public spaces near activity hubs, guided by the Draft Streetscape and Public Realm Style Guide once finalised. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including an Active Transport Plan).	Medium Term (5-10 years) Short Term (1-5 years) Ongoing (throughout the life of the LPS, requiring regular review)
	vi. Once finalised, adopt the Draft Parking Plan to inform: <ul style="list-style-type: none"> - Review of scheme provisions relating to car parking ratios and payment-in-lieu of parking. - Investigation of local planning policy to guide potential reduction of car parking standards and to ensure parking is managed during construction and operational phases of commercial development sites, as part of development assessment and approval. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including a parking Management Plan).	Short Term (1-5 years) Short Term (1-5 years)
3. To appropriately manage commercial traffic and parking, particularly to alleviate any adverse effects on residential streets.	vi. Once finalised, adopt the Draft Parking Plan to inform: <ul style="list-style-type: none"> - Review of scheme provisions relating to car parking ratios and payment-in-lieu of parking. - Investigation of local planning policy to guide potential reduction of car parking standards and to ensure parking is managed during construction and operational phases of commercial development sites, as part of development assessment and approval. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including a parking Management Plan).	Short Term (1-5 years) Short Term (1-5 years)

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport

Planning Direction	Action	Rationale	Timeframe
	<ul style="list-style-type: none"> - Implementation of measures to manage existing car parking more effectively and efficiently including through appropriate line marking and potential time restrictions. 		Ongoing (throughout the life of the LPS, requiring regular review)
	<p>vii. Once finalised, adopt the Active Transport Plan to inform:</p> <ul style="list-style-type: none"> - Investigation of local planning policy to ensure that significant commercial developments provide links to pedestrian and cycle pathways where available, together with end of trip facilities. - Public infrastructure investment to provide and maintain pedestrian and cycle pathway connections throughout the Town and to those in adjacent local government areas. 	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy (including an Active Transport Plan).	<p>Short Term (1-5 years)</p> <p>Ongoing (throughout the life of the LPS, requiring regular review)</p>
<p>4. Ensure that larger precinct areas and individual site development proposals: appropriately manage additional traffic volumes and flows; provide sufficient car and bicycle parking facilities (including end of trip facilities) for employees and visitors; provide for connections to walking and cycling paths outside of the proposal area; and actively encourage employees and visitors to alternative travel modes to the private vehicle.</p>	<p>viii. Use the recommendations of the Draft Integrated Traffic Management and Movement Strategy to inform traffic and transport planning as part of the precinct structure planning process for all of the urban consolidation precinct planning areas (including intersection upgrades, vehicular access, pedestrian/cycleways, parking and public transport services).</p>	Section 8.1.3 of Part 2 - The Town is currently finalising a Draft Integrated Traffic Management and Movement Strategy.	Ongoing (throughout the life of the LPS, requiring regular review)
	<p>ix. As part of the local planning scheme review process, consider ways to ensure that:</p> <ul style="list-style-type: none"> - Car parking ratio standards and loading zones for various land uses are appropriate so that there is not an oversupply or undersupply. - There is some flexibility in sharing car parking facilities between land uses where appropriate. - There is some flexibility in the expenditure of cash-in-lieu of car parking funds. - Designs for private on-site parking areas may be converted to other uses should parking demand decline over time. 	Section 8.1.5 of Part 2 – As recommended in the draft Integrated Traffic Management and Movement Strategy (Parking Plan).	Short term (1-5 years)

Table 7- Infrastructure - planning directions and actions for Planning Issue/Opportunity No. 6 - Transport

Planning Direction	Action	Rationale	Timeframe
5. Support the important regional roles of Canning Highway, Stirling Highway and the Fremantle Port whilst reducing impacts on local land use, health and amenity.	x. Investigate the inclusion of the Fremantle Port Buffer Development Guidelines into the local planning framework for development of all sensitive uses within Buffer Areas 2 and 3, including: <ul style="list-style-type: none"> - LPP 3.1.3 – Town Centre Redevelopment Guidelines; - Any applicable newly developed design guidelines, precinct plan, local development plan or other planning tool is to incorporate the requirements of the Fremantle Port Buffer Development Guidelines; and - Review of the local planning scheme. 	Section 3.4 and Section 8.1.7 of Part 2 - Fremantle Port Buffer Development Guidelines are not included in LPP 3.1.3 – Town Centre Redevelopment Design Guidelines.	Immediate (less than 1year) Ongoing (throughout the life of the LPS, requiring regular review) Short term (1-5 years)
	xi. Investigate the inclusion of planning measures as guided by SPP 5.4 – Road and Rail Noise for land within 300m of Stirling Highway and 200 - 300m (as required) of Canning Highway, to include requirements for noise mitigation as part of: <ul style="list-style-type: none"> - Review of LPP 3.1.1 – Residential Design Guidelines, LPP 3.1.3 – Town Centre Redevelopment Guidelines and LPP 3.2.2 – Noise Attenuation. - The precinct planning process for the designated planning areas along and near Canning Highway urban consolidation corridor. - Review of the local planning scheme. 	Section 2.2 of Part 2 – SPP 5.4 policy direction. Section 3.4 acknowledges local policy review required to investigate better alignment with SPP 5.4.	Short term (1-5 years) Short term (1-5 years) Short term (1-5 years)

5.3 Planning Issue/Opportunity No. 7 - Servicing

Water Supply

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

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

Wastewater Servicing

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

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

Electricity

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

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

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

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

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

5.4 Issues for consideration

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

Table 8 - Infrastructure – planning directions and actions for Planning Issue/Opportunity No. 7 - Servicing

Planning Strategy Direction	Action		Timeframe
1. Ensure sufficient water and sewerage capacity is available to support growth as and when required.	i. Prior to, or as part of the precinct planning process, work with the Water Corporation to identify and plan for any water supply and sewerage infrastructure upgrades needed to service the anticipated demand based on detailed planning for each of the urban consolidation precinct planning areas with a view to identify shortfalls early in the process to adequately inform capital works budgets in a timely manner.	Section 8.2 of Part 2 - Capacity of all services resulting from proposed discernible density changes will need to be tested as part of planning processes.	Short term (1-5 years).
2. Ensure sufficient power supply is available to support growth as and when required.	ii. Prior to, or as part of the precinct planning process, work with Western Power and gas providers to identify and plan for any power infrastructure upgrades needed to service the anticipated demand based on detailed planning for each of the urban consolidation precinct planning areas with a view to identify shortfalls early in the process to adequately inform capital works budgets in a timely manner.	As above.	Short term (1-5 years).
3. Mitigate against potential conflicts between Western Power infrastructure and sensitive land uses	iii. As part of the local planning scheme review process, and in collaboration with Western Power and the DPLH, consider the inclusion of incorporating statutory controls (or alternatively a similar outcome through a local planning policy approach): <ul style="list-style-type: none"> - To consider designation arrangements for land use permissibility within, and in near proximity, to Western Power electricity infrastructure (corridors and sites). - To designate existing Western Power owned substation sites as Public Purpose reservations in the scheme map. 	Section 8.2.6 of Part 2 - Western Power favours local governments to develop planning controls to protect infrastructure and manage noise mitigation, visual impact, public safety and amenity for development adjacent to buffers or restriction zones.	Short term (1-5 years)
	iv. As part of any precinct structure planning process for Leeuwin Barracks (Planning Area J) consider the following where applicable: <ul style="list-style-type: none"> - A buffer be provided between the boundary of an existing substation/terminal site and proposed adjoining land uses. - Sensitive/non compatible land uses (i.e. residential, education establishment, childcare centre) are not proposed immediately adjoining an existing substation/terminal site. - The proponent to address noise mitigation, visual impact, public safety and other amenity considerations to the satisfaction of Western Power to 	As above.	Short term (1-5 years)

Table 8 - Infrastructure – planning directions and actions for Planning Issue/Opportunity No. 7 - Servicing

Planning Strategy Direction	Action		Timeframe
	<p>maintain regulatory compliance where development is proposed adjacent to a buffer or restriction zone.</p> <ul style="list-style-type: none"> - An acoustic assessment, noise management plan, visual impact assessment and landscape management plan may be required prior to Western Power's consideration of a structure plan whereby development may impact upon operational compliance of existing infrastructure assets. 		

6 Planning Areas

6.1 Overview

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

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

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

Table 9- Indicative timing for additional dwellings

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

6.2 Planning Area Strategic Actions

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

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

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

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

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

7 Strategy Map

Figure 1 – Local Planning Strategy Map



8 Implementation and Review

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

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

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

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

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

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

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

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