



TOWN *of*

EAST FREMANTLE

(Draft)

Local Planning Strategy

Part 2 - Background Information and Analysis

July 2021

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Part 2

1 Introduction

1.1 Purpose

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

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

1.2 Context

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

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

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

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

Figure 1 – Regional Context

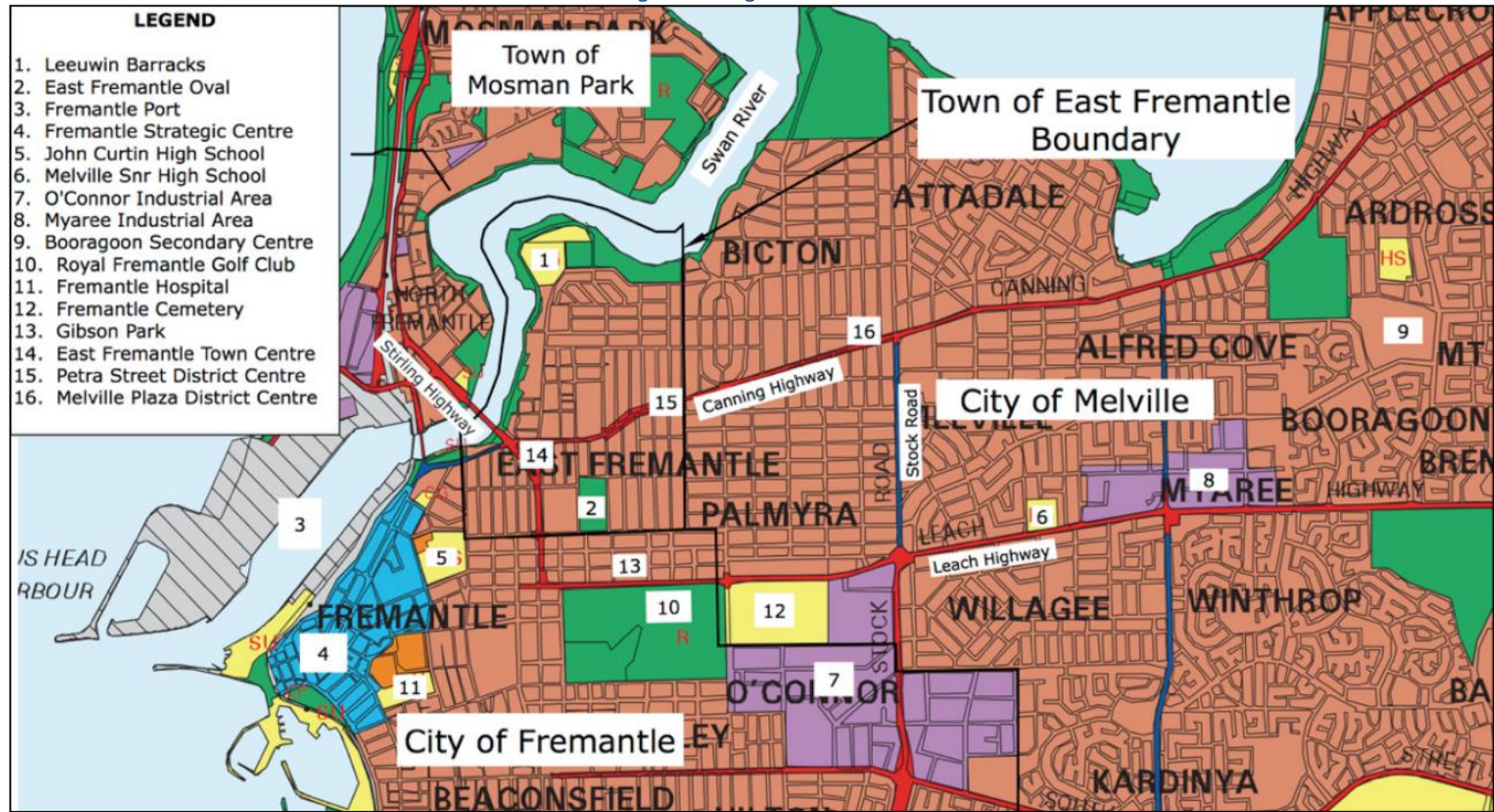


Figure 1 shows the Town in its local and regional context and highlights the Town's proximity to the Strategic Centre of Fremantle and a range of other regional employment, educational and recreational facilities in surrounding areas. A relationship with these facilities is significant in the planning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

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

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

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

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

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

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

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

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

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

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

2 State and Regional Planning Context

2.1 State Planning Strategy

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

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

2.2 State Planning Policies

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

Local Planning Strategy Implications and Responses

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

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

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

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

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

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

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

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

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

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

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

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

Table 2: Regional planning instruments

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

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

2.3.1 Metropolitan Region Scheme

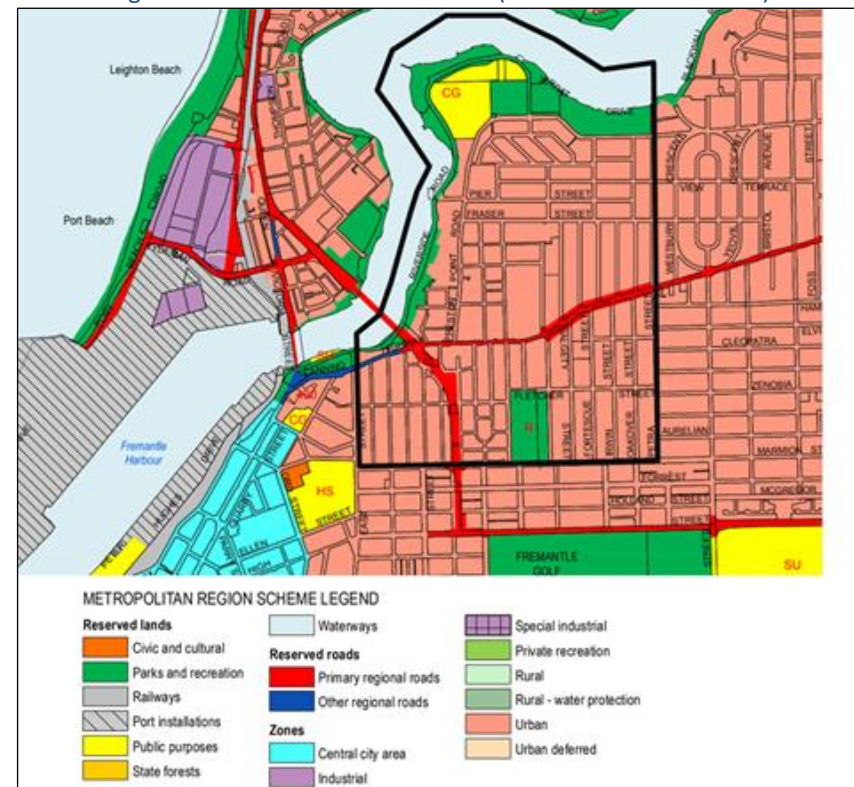
The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes,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

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

Local Planning Strategy Implications and Responses

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

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



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

2.3.2 Perth and Peel @ 3.5 million

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

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

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

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

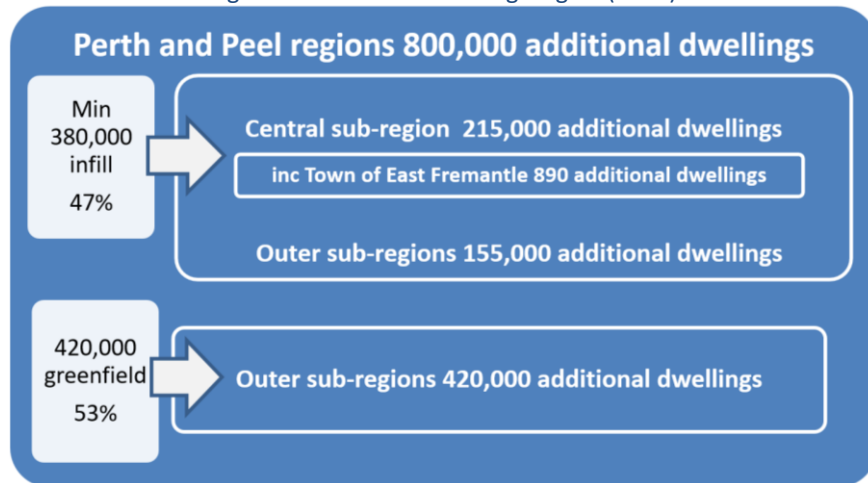
Urban Consolidation Principles		
1	Housing	Provide well-designed higher-density housing that considers local context, siting, form, amenity and the natural environment, with diverse dwelling types to meet the needs of the changing demographics.
2	Character and heritage	Ensure the attractive character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

2.3.3 Central Sub-regional Planning Framework

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

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

Figure 3- Additional dwelling targets (2050)



Source: Town of East Fremantle

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

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

Figure 4– Corridor/Neighbourhood Interface

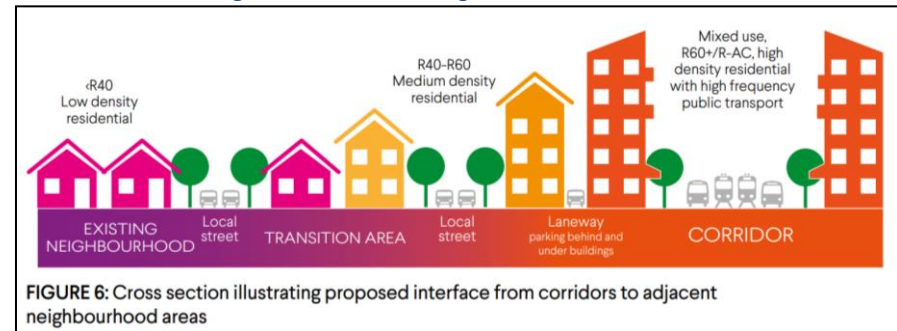


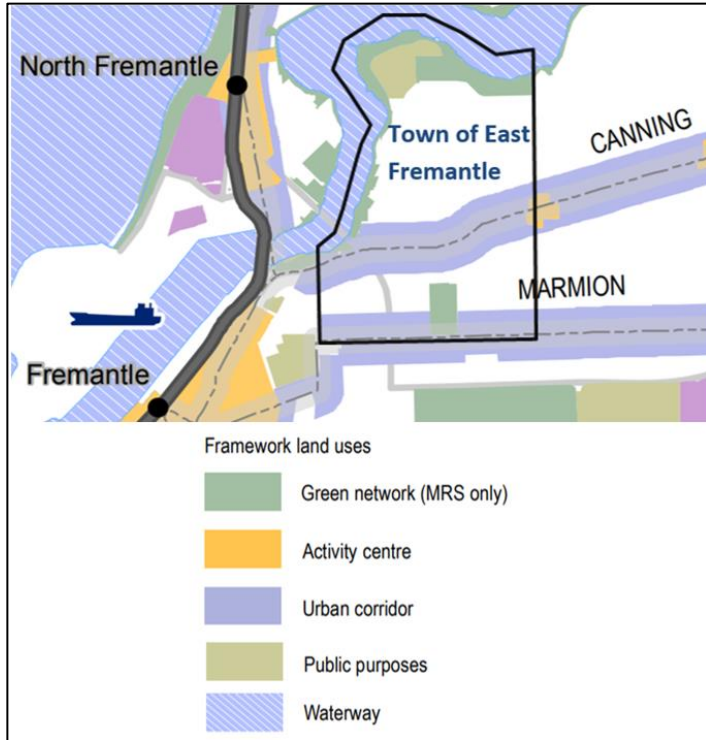
FIGURE 6: Cross section illustrating proposed interface from corridors to adjacent neighbourhood areas

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

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

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

Figure 5– Central Sub-regional Planning Framework Spatial Plan



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

Local Planning Strategy Implications and Responses

This LPS aligns with the Central Sub-regional Planning Framework by seeking to

- Achieve a more consolidated urban form and development;
- Meet long term housing requirements;
- Strengthen key employment centres;
- Provide transport linkages to connect people with key centres of activity and employment and access areas beyond Perth and Peel regions;
- Facilitate and support a future regional infrastructure network; and
- Encourage and guide increased connectivity between areas of open space or conservation and protect regional conservation and landscape value areas through a green network.

Local Planning Strategy Implications and Responses

The additional housing target for the Town is 890 to accommodate population growth at 3.5 million for Perth and Peel. The Spatial Plan for Central Sub-regional Planning Framework shows no provision for METRONET, station precincts or industrial centres within the Town, however, it does include part of a district level activity centre (Petra Street District Centre) and two urban corridors (Canning Highway and Marmion Street) where urban consolidation is encouraged. Consistent with the Central Sub-regional Planning Framework, the LPS identifies a number of planning areas located within activity centres urban corridors urban consolidation precincts and their catchments to support development, including additional residential dwellings development.

The LPS supports a land use change for the area currently shown as Public Purposes (Leeuwin Barracks) in the Central Sub-regional Framework spatial plan to future residential. The Department of Defence no longer requires this site and use of this land for residential purposes is a logical infill extension of the existing surrounding residential land use.

No employment targets are set for the Town however, the LPS promotes development within the activity centres that will support the local economy and employment prospects. Increasing residential population at activity centres and mixed use areas is also likely to increase their viability and assist with employment opportunities.

Consistent with urban consolidation principle 2 of the framework, some land within parts of activity centres and urban corridor precincts and their catchments are omitted from planning areas identified for intensification at this time, so that attractive character and heritage values are retained and changes to the existing urban fabric is minimised.

The Central Sub-regional Planning Framework also shows a green network along the Swan River foreshore, Preston Point Road North Recreation Precinct and the East Fremantle Oval Precinct. This LPS seeks to protect and enhance this green network for recreation and conservation purposes.

2.4 Operational Policies

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

Table 3– Operational policies

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

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

2.5 Position Statement and Guidelines

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

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

Table 4 - Position statement and guidelines

<i>Position statement/guidelines Overview</i>	<i>Local Planning Strategy Implications and Responses</i>
<p data-bbox="192 627 566 707">WAPC Position Statement - Residential Accommodation for Ageing Persons</p> <p data-bbox="192 715 566 858">The new position statement advocates for a locally tailored, strategically-led approach to planning for residential accommodation for ageing persons.</p>	<p data-bbox="566 627 1070 707">Aged persons' accommodation is expected to continue to be a significant and needed form of residential living in the Town.</p> <p data-bbox="566 746 1070 914">Existing aged persons accommodation in the Town were approved under additional use provisions or as 'a use not listed' under the scheme's zoning table, as no aged accommodation use is listed or defined in the current local planning scheme.</p> <p data-bbox="566 954 1070 1265">To encourage and support aged persons' accommodation, the Town will consider changes to the local planning scheme to include land use definitions for 'Residential aged care facility' and 'Independent Living Complex' in accordance with the WAPC's position paper. The Town will further investigate the appropriate allocation of permissibility of these uses within each zone together with any new development standards and requirements for residential aged care and independent living complexes.</p>

3 Local Planning Context

3.1 Strategic Community Plan

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

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

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

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

Table 5— Strategic Community Plan Summary

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

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

3.2 Previous local planning strategy

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

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

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

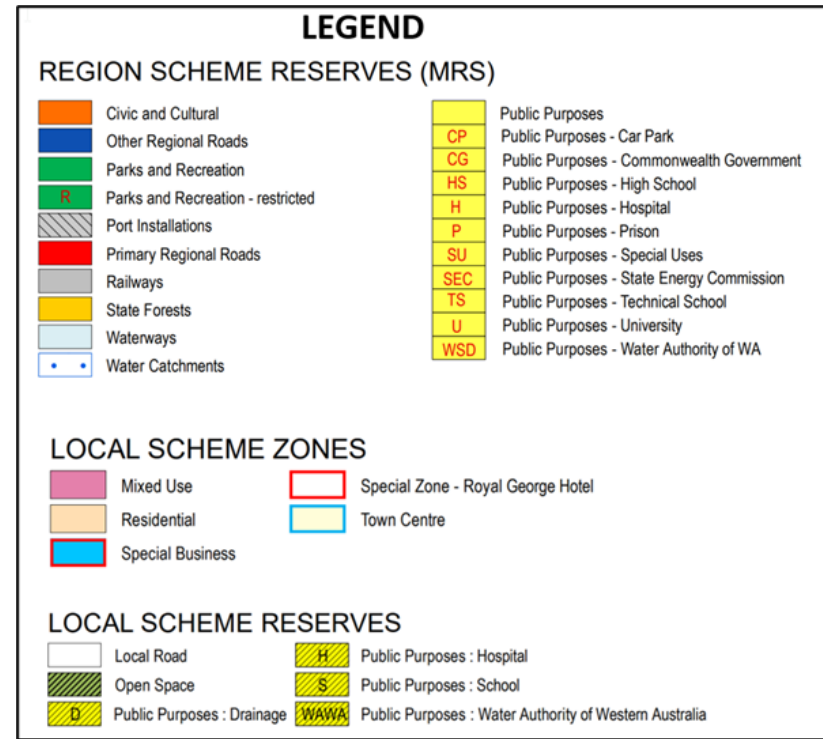
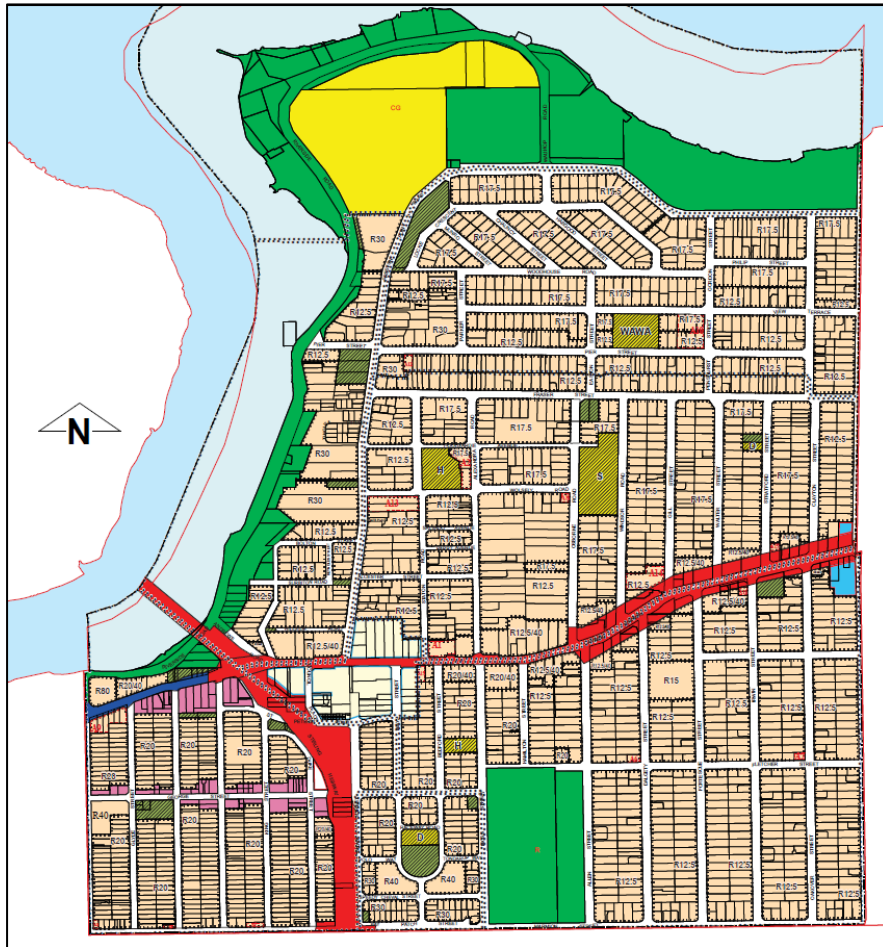
- Updates to reflect planning reform and State planning direction since that time;
- Identification of planning areas to investigate higher density residential development in specific strategic locations;
- Less emphasis on dual residential coding; and
- Development of planning tools that emphasise consideration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

3.3 Local Planning Scheme

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

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

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



3.4 Local Planning Policies

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

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

Table 6 - Local planning policies

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

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

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

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

3.5 Other Relevant Strategies, Plans and Studies

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

Table 7 - Other relevant strategies, plans and studies

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

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

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

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

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

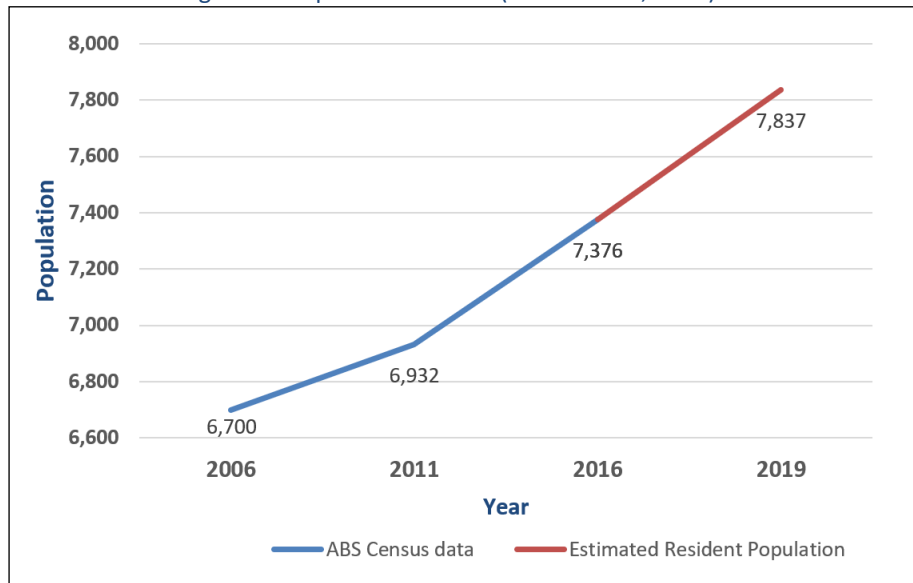
4 Local Government Profile

4.1 Demographic Profile

4.1.1 Current Population and Growth

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

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

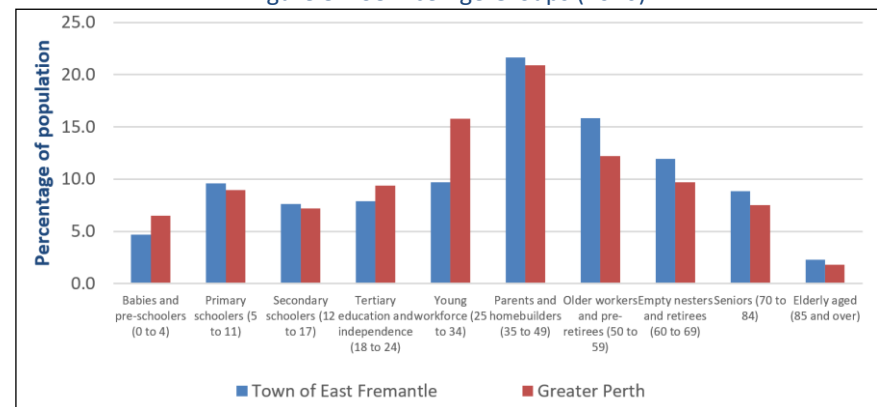


Source: Australian Bureau of Statistics (2006, 2011, 2016) and .id the population experts (2019)

Age Structure

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

Figure 8 – Service Age Groups (2016)



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

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

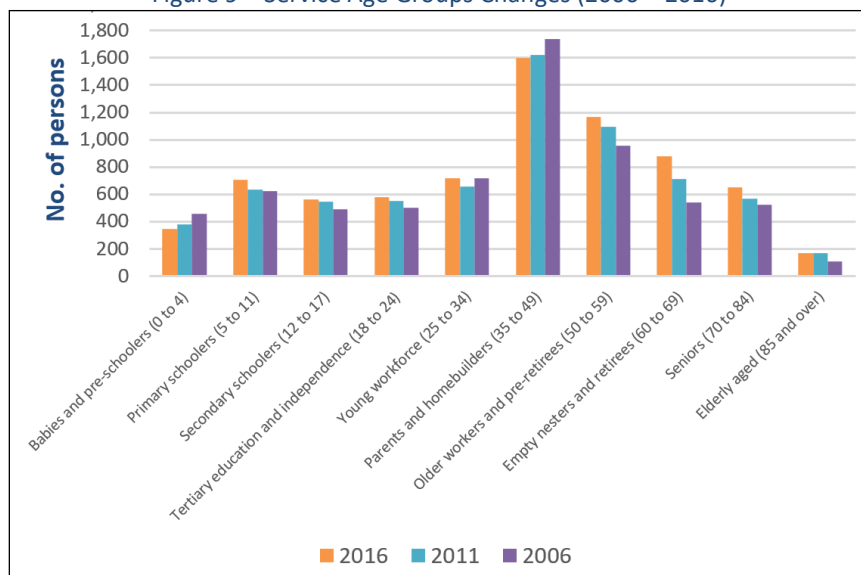
- A larger percentage of 'Older workers & pre-retirees' (15.8 per cent compared to 12.2 per cent).
- A larger percentage of 'Empty nesters and retirees' (11.9 per cent compared to 9.7 per cent).

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

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

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

Figure 9 – Service Age Groups Changes (2006 – 2016)

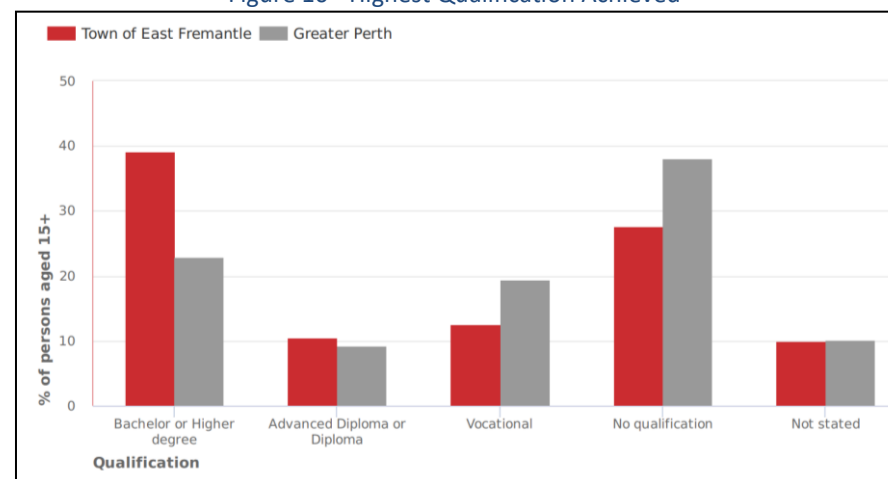


Source: Australian Bureau of Statistics, [Census of Population and Housing 2006, 2011 and 2016](#). Compiled by [.id](#), the population experts. (Usual residence data)

Education

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

Figure 10 - Highest Qualification Achieved



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

Income

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

Figure 11 – Median Weekly Incomes

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

Source: Australian Bureau of Statistics, 2016 Census

4.1.2 Dwelling Type

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

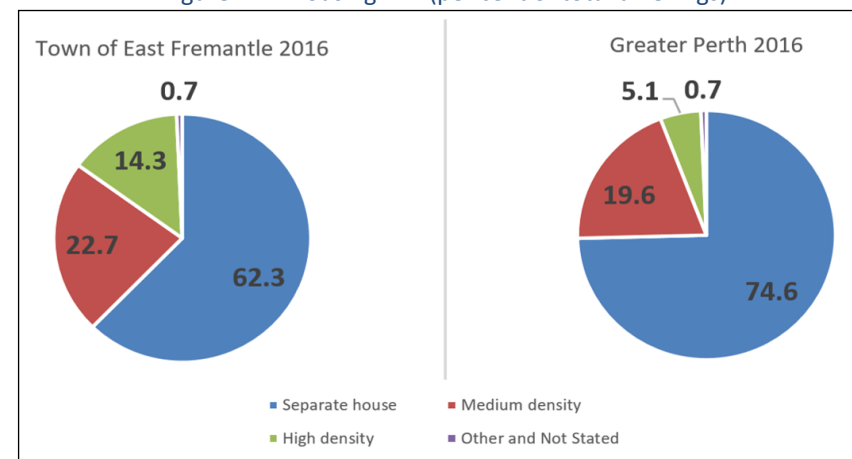
There was also a marked difference in the proportion of high density dwellings in the Town at 14 per cent compared to 5 per cent for the Greater Perth area. Medium density housing notably also makes up a little less than a quarter of the Town's housing stock (refer to Figure 12)

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

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

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

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



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

Figure 13 – Dwelling Type

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

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

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

Figure 14 – Persons in non-private dwelling

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

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

4.1.3 Housing Tenure

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

Figure 15 - Housing Tenure

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

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

4.1.4 Housing Affordability

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

Figure 16 – Mortgage and rental payments

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

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

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

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

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

4.2 Population Forecast

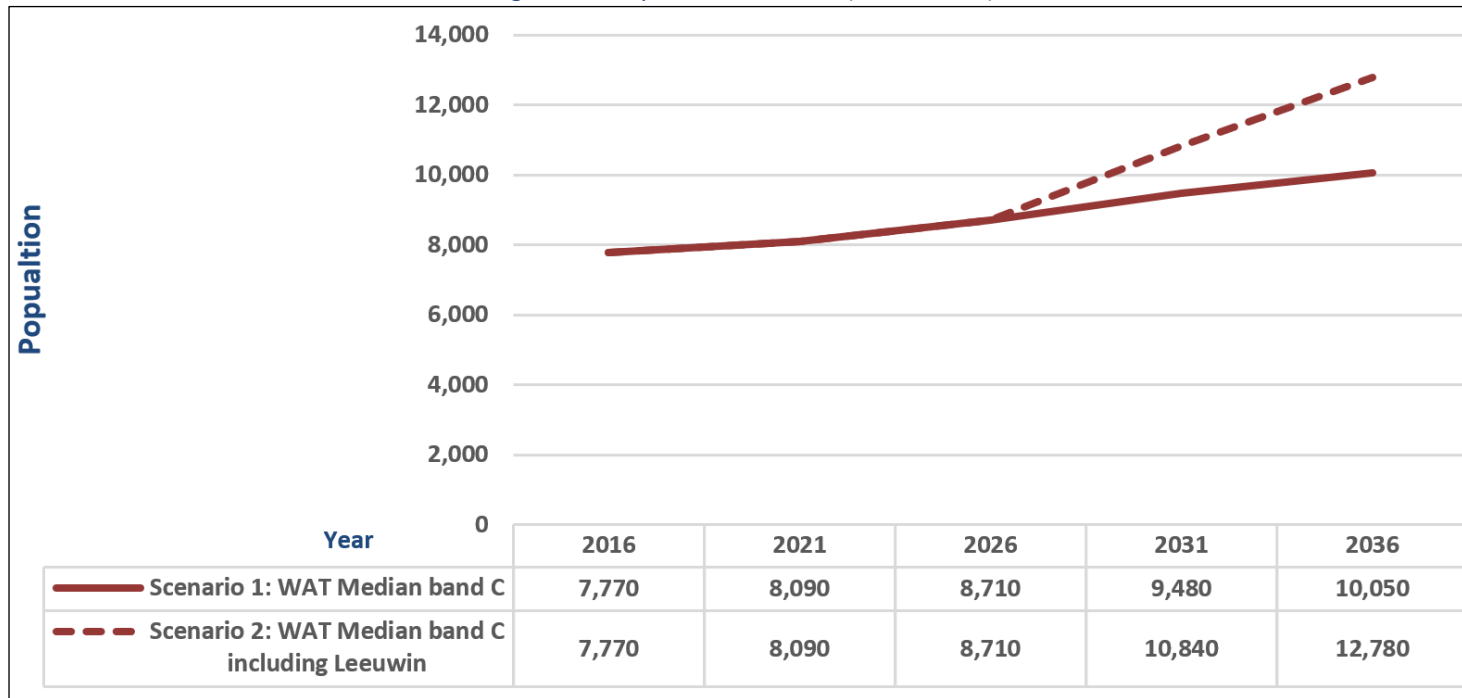
Two population forecast scenarios are considered under this LPS and are shown in Figure 17.

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

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

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

Figure 17 - Population Forecasts (2016 – 2036)



Scenario 1

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

Scenario 2

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

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

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

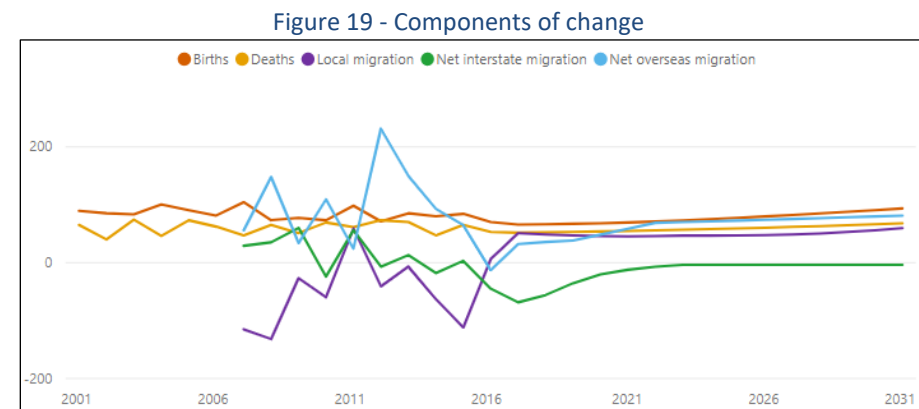
Scenario 2 is similar to Scenario 1 for the year 2026, however population is then expected to reach 10,840 by 2031 and 12,780 by 2036.

Figure 18 - Forecast population change

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

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

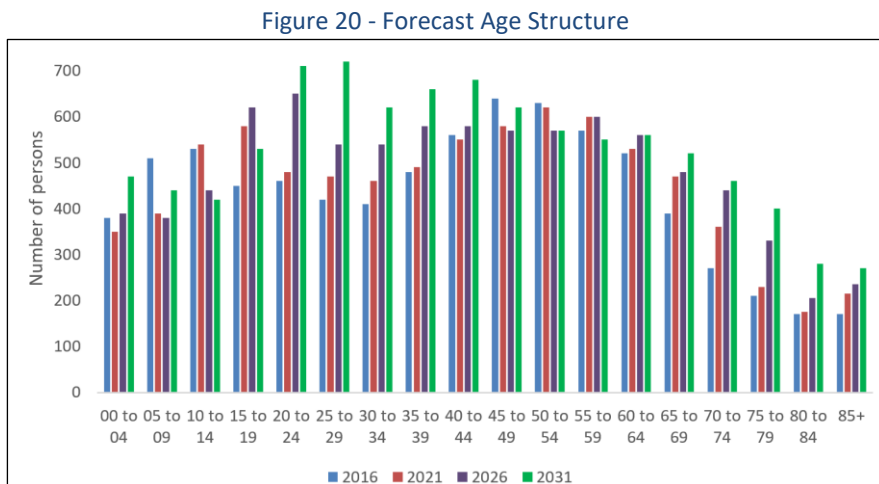
Figure 19 shows the forecast components of change under Scenario 1.



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

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

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



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

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

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

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

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

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

4.3 Dwelling Yield Analysis

4.3.1 Current dwellings

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

4.3.2 Forecast dwelling needs

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

Figure 21 - Forecast population change and dwellings

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

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

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

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

Figure 22 – Perth & Peel @ 3.5 million Dwelling Targets

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

4.3.3 Current capacity for additional dwellings

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

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

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

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

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

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

Figure 23 - Current Additional Dwelling Capacity

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

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

4.3.4 Indicative timing of future dwelling needs

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

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

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

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

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

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

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

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

Local Planning Strategy Implications and Responses

Only modest dwelling growth (in addition to what is already likely under the existing local planning framework) is required over the short (40), medium (15) and long (25) term to meet the Perth and Peel dwelling targets by 2036. Generally insignificant changes to the current local planning scheme would be required to meet these targets following 2026.

It is estimated that under Scenario 1 and 2, additional dwelling development is required in the short term (by 2026) for 26 dwellings. Some opportunity sites will need to be identified immediately to accommodate short term growth in order to meet the Perth and Peel dwelling targets and Scenarios 1 and 2.

For Scenario 1 in the medium term (2026–2031) a further 246 dwellings will be required. It is necessary to identify areas for intensification of residential density to accommodate these dwellings allowing for a sufficient lead time for approvals and development to occur.

Scenario 2 in the medium term requires the same action as Scenario 1 to facilitate additional dwellings, plus provision for additional dwellings for the initial development of the Leeuwin Barracks site. Scenario 2 relies on the sale of the Leeuwin Barracks site and this being rezoned, fully planned, serviced and construction ready by 2026/27. In this instance, the same number of dwellings would be required as for Scenario 1 plus the additional dwellings provided as part of the Leeuwin site redevelopment, amounting to a total of 795.

Under Scenario 1 in the long term (2031-2036) dwelling demand is expected to slow and what has been set up and commenced in the medium term should continue to progress to provide for a further 165 dwellings.

For Scenario 2, in addition to the 165 dwellings throughout the rest of the Town, development of the Leeuwin Barracks site will need to maintain continued growth to provide for a total of 718 dwellings all together.

5 Community, Urban Growth and Settlement

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

5.1 Housing

5.1.1 Current Spatial Density Framework

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

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

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

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

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

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

Figure 25 - Existing Residential Zoned Land

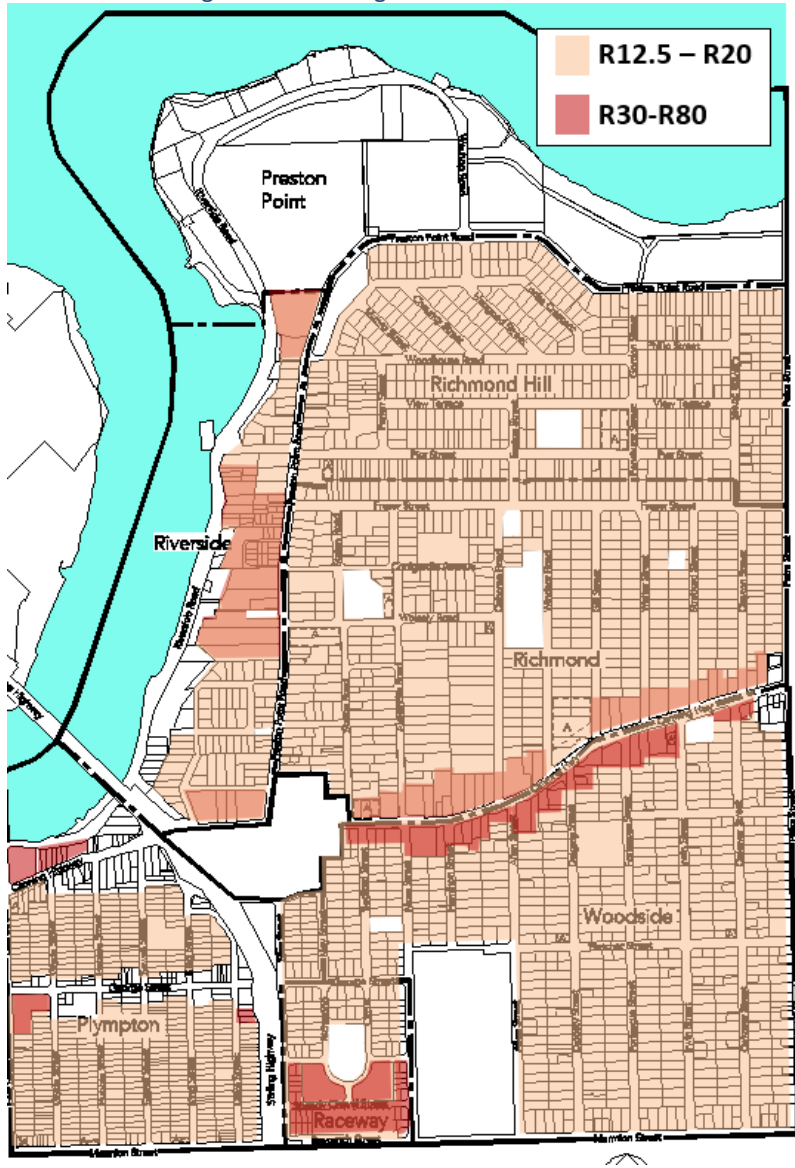
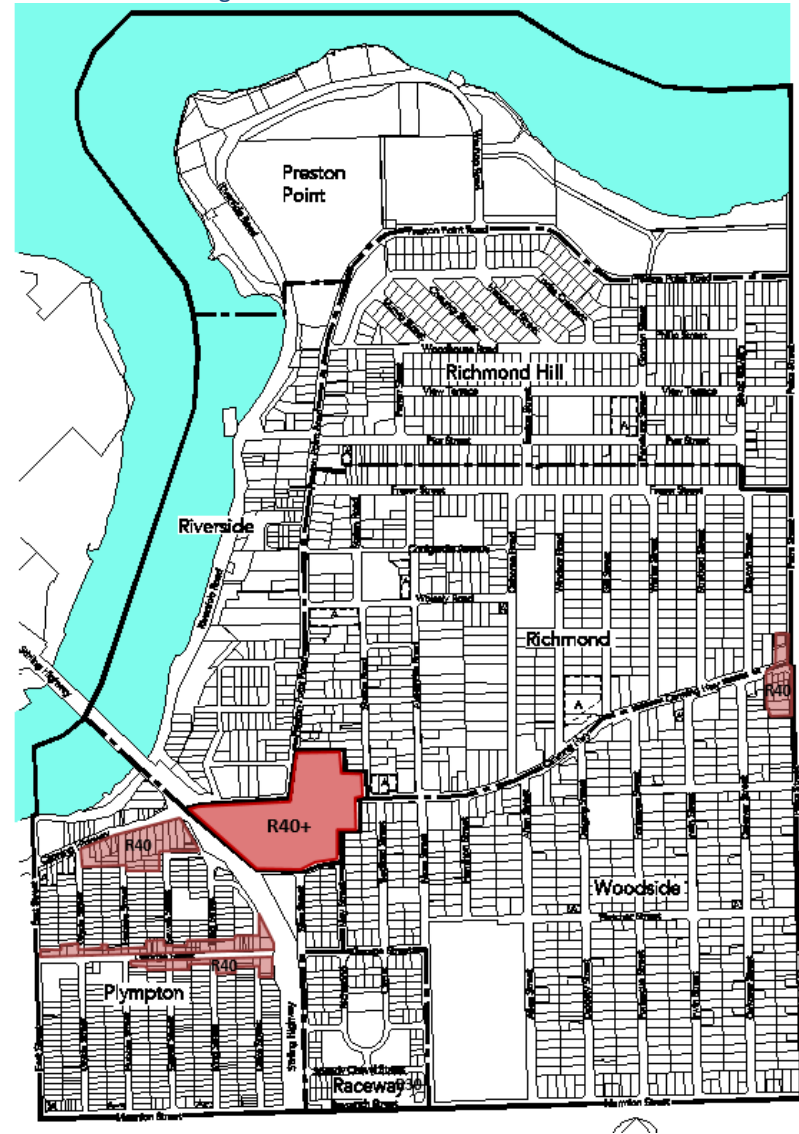


Figure 26 - Non-Residential Zoned Land



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

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

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

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

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

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

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

Local Planning Strategy Implications and Responses

Increasing capacity through urban consolidation

The LPS promotes dwelling growth in addition to that already possible under the current local planning framework to ensure an adequate supply in a timely manner.

This LPS targets a number of planning areas as having the potential, or being worthy of investigation, to support the accommodation of future population and residential development within the Town over the next 10-15 years and beyond. The planning areas are within urban consolidation precincts and are based on the Town East Fremantle Housing Capacity Study and guided by the State planning framework, as applied to the local context as presented in this report.

Further details of the planning areas are provided in section 9 of Part 2.

Planning Areas 'A' to 'I' all have existing potential for residential development in some capacity. Some areas have already substantially reached their full development potential in terms of current dwelling density, whereas others have not yet taken up the opportunity to develop at the higher density already allocated. This LPS encourages more detailed investigation to potentially support additional dwellings in varying densities and form suitable to each location. Increased opportunities in these areas are likely to require planning intervention measures, including changes to density and development provisions.

Local Planning Strategy Implications and Responses

Planning Area J (Leeuwin Barracks) comprises of an entirely new urban area for which no State or local planning framework is yet in place to accommodate additional dwellings (aside from accommodation associated with the Department of Defence).

Should the Leeuwin Barracks site no longer be required for public purposes, the Town supports the future use of this land for residential and mixed use purposes. To guide future planning over the site, the Town and the Department of Defence, oversaw development of a non-statutory Vision Plan (by consultants TPG Placematch) which was endorsed by Council in December 2016. The Department of Defence is progressing planning activities, in consultation with the WA Government and the Town.

As the majority of planning for this site is still in the early stages, additional dwellings potentially resulting from this development (approximately 1,440+ apartments) are not expected in the short term. Subject to full planning taking place (including rezoning under the MRS and local planning scheme), development could potentially begin to come online within the next 5-10 years however, full build out is not expected within the lifetime of this LPS. A take up rate of 25 per cent initially by 2028 is estimated, with 15 per cent dwelling growth per annum thereafter. The site is intended to be sold as a single tenure and it is expected to be accompanied by conditions relating to the development in a timely manner to avoid land banking.

No new opportunities are identified by this LPS within the balance of the low density suburban areas that are not included in a planning area. It is acknowledged however, that planning areas may be the subject of further minor refinements through the detailed planning stages.

Development according to existing density codes will continue, including the possibility of further ancillary dwellings on appropriately sized properties. Furthermore, changes to the R-Codes with the introduction of new provisions for medium density gives potential for bonus density in certain circumstances, which could result in additional dwellings without the need for rezoning.

Local Planning Strategy Implications and Responses

Figure 27 shows the number of estimated additional dwellings expected within each of the planning areas and within the balance of the urban footprint under the direction of this LPS, compared to 'business as usual'.

Figure 27 - Ultimate Potential Additional Dwelling Capacity

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

Figure 28 – Indicative timing of potential dwelling growth

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

*Totals of additional dwellings required to support population forecasts.

Local Planning Strategy Implications and Responses

Expected delivery

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

5.1.2 Diversity

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

Planning Areas

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

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

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

Other Residential Accommodation (aged persons)

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

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

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

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

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

Local Planning Strategy Implications and Responses

Accommodating Diversity

Indicative context and character types for the planning areas are suggested in this LPS as a basis for further investigation providing housing choice and diversity in response to community needs.

Generally maintaining the balance of the residential land that is not located within a planning area as low density is viewed as an opportunity to continue to provide a healthy stock of single family homes. Potential for additional and diverse dwellings remains through further ancillary accommodation on larger low density coded lots, without the need for rezoning or subdivision.

This LPS generally supports the intent of the provisions relating to additional uses and non-complying uses being carried over to any new scheme or scheme review and, in some instances, giving consideration to formalising the non-conforming densities where appropriate.

The Town supports the WAPC's position to formalise aged care into the local planning scheme and will look to include land use definitions for 'Residential aged care facility' and 'Independent Living Complex' in a new scheme/scheme review. Rather than allowing for these to be permitted 'P' land uses in the Residential and Mixed Use Zones however, investigation is required to ascertain whether a discretionary 'D' or 'A' land use allocation may be more appropriate in the Town's situation.

Amenities and land uses associated with and supporting residential aged care facilities and independent living complexes, that are accessible to both residents and the general public would be considered as separate use classes and determined in accordance with the land use classification table under the local planning scheme. New scheme requirements could specify development standards for residential aged care and independent living complexes or require the preparation of a Local Development Plan (LDP).

5.2 Cultural heritage (historic and Aboriginal)

5.2.1 Aboriginal Heritage

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

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

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

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

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

5.2.2 Heritage since settlement

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

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

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

5.2.3 Heritage Listings

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

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

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

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

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

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

CATEGORY A (Properties listed on the State Register of Heritage Places) - LPS 3 Heritage List

Already recognised at the highest level - the WA State Register of Heritage Places; redevelopment requires consultation with the Heritage Council of Western Australia and the local government authority, and planning approval shall be in accordance with HCWA advice.

CATEGORY A (Properties not listed on the State Register of Heritage Places) - LPS 3 Heritage List

High heritage significance at a local level and may have potential State Heritage significance; informed consideration should be given to nomination for State Register listing prior to or at the time of consideration for further development, and prior determination of any significant development application for the place.

CATEGORY B - LPS 3 Heritage List

Considerable heritage significance at a local level; places generally considered worthy of high level of protection, to be retained and appropriately conserved; provide strong encouragement to owners under the Town of East Fremantle Local Planning Scheme to conserve the significance of the place.

CATEGORY C

Some heritage significance at a local level; places to be ideally retained and conserved; endeavour to conserve the significance of the place through recognised design guidelines;

CATEGORY D

Limited local significance; May be generally redeveloped within recognised design guidelines; photographically record the place prior to any major redevelopment or demolition.

CATEGORY E

Historic site with few or no built features. Recognise for example with a commemorative plaque, place name, or reflection in urban or architectural design.

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

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

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

Figure 29 – George Street Designated Heritage Area



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

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

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

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

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

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

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

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

5.3 Built form and character

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

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

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

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

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

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

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

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

Local Planning Strategy Implications and Responses

As the Town progresses with its RAP, it will consider including measures to better address Aboriginal heritage and culture in planning processes and decision making where this is identified as appropriate.

Review of the LHS will ensure the list of places of significance are up to date and will also inform any need to designate further heritage areas within the Town, for which planning policy will be required. The LHS and Heritage List are important resources in identifying properties worthy of conservation, protection and celebration.

LPP 3.1.1 – Residential Design Guidelines will continue to provide guidance for the general residential areas however, this is to be kept current through regular review as the LHS is updated and planning areas are developed.

The Town aims to balance the need accommodate development and growth whilst continuing to protect its heritage and character. This is particularly challenging for the planning areas in the vicinity of Canning Highway. Further studies are required to inform how this balance can be achieved

LPP 3.1.3 – Town Centre Redevelopment Guidelines require review and are anticipated to be replaced by future planning for the planning areas at the Town Centre and Canning Highway Mixed Use area and surrounds.

Additional development guidelines will be required for future changes resulting from future projects and investigations highlighted within this LPS, including those identified areas of similar character and precincts. Any new and revised guidelines will need to respect, protect and enhance the character and amenity of each residential and commercial precinct area. Context and character types for the planning areas within the Town as is encouraged by SPP 7.3 – R-Codes 2, have been suggested in this LPS as a basis or starting point for further community discussion and investigation (refer to section 9 of Part 2).

5.4 Public open space and community facilities

5.4.1 Open Space

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

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

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

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

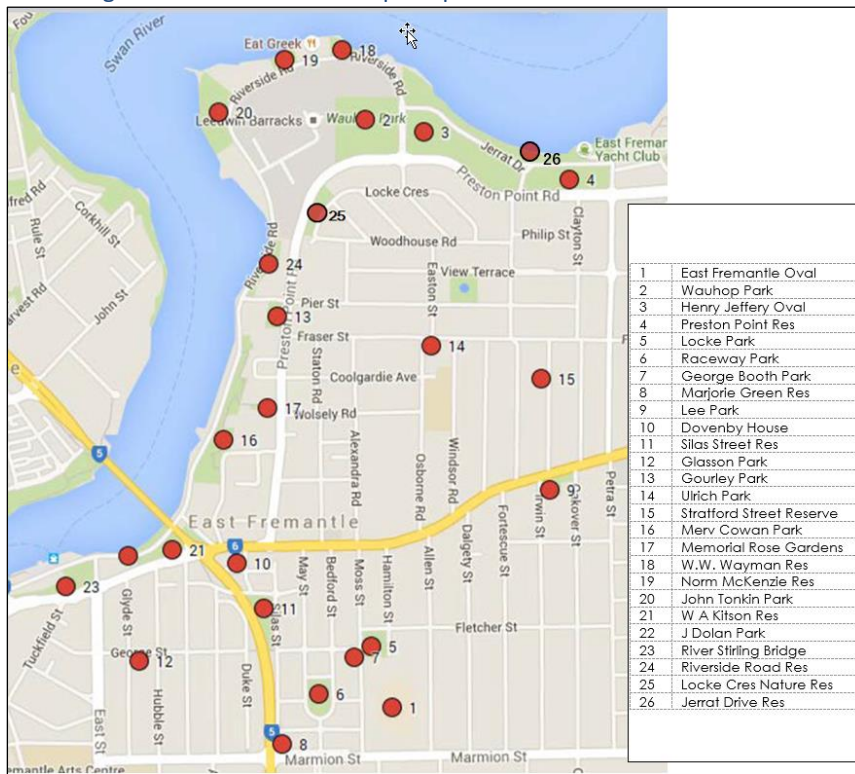
Open space function in the Town is broadly classified as approximately 6.8ha recreation, 12ha sport and 3.6ha nature as follows:

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

Source: Town of East Fremantle

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

Figure 30 - Current Public Open Space Framework and Distribution



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

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

East Fremantle Oval Precinct

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

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

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

Preston Point Road North Recreation Precinct

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

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

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

Swan River Foreshore

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

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

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

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

Facilities outside of the Town

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

5.4.2 Local/Neighbourhood Open Space

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

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

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

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

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

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

5.4.3 Community Facilities

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

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

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

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

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

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

Permissibility

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

Education facilities

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

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

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

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

Local Planning Strategy Implications and Responses

Aside from the possible redevelopment of the Leeuwin Barracks site, there is limited opportunity for gaining additional open space and community facilities within the Town.

The Town therefore, will take an approach of providing high quality and improve outcomes for existing its existing open spaces and facilities guided by its various recreation and foreshore strategies and master plans (including the redevelopment of the East Fremantle Oval Precinct). In some instances, further detailed planning will be required. These strategies and plans will need regular review to ensure they continue to reflect any changing needs of the community.

The Town will seek out innovative opportunities for provision of further public space in the private and public realm through the structure plan and development process for private development. It will also continue to and collaborate and negotiate with public authorities to use vacant reserved land for open space where it is not currently being used for its designated purpose.

Should the Leeuwin Barracks redevelopment proceed, the Town seeks opportunity through the amendment and precinct structure planning process to ensure provision of public open space beyond the usual 10 per cent requirement as depicted in the Vision/Master Plan. This is to provide adequate open space for population expected under higher densities and to provide strong connectivity to the Swan River foreshore and community spaces within the site.

6 Economy and Employment

6.1 Labour Force

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

Figure 31 – Labour Force

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

Source: Australian Bureau of Statistics, 2016 Census

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

Figure 32 – Employment of Parents in Couple Families

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

Source: Australian Bureau of Statistics, 2016 Census

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

Figure 33 – Industry of Employment

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

Source: Australian Bureau of Statistics, 2016 Census

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

Figure 34 – Occupation of Employed Persons

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

Source: Australian Bureau of Statistics, 2016 Census

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

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

Figure 35 – Unpaid Work

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

Source: Australian Bureau of Statistics, 2016 Census

6.2 Main Industries

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

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

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

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

Figure 36 – Employment Industries

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

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

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

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

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

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

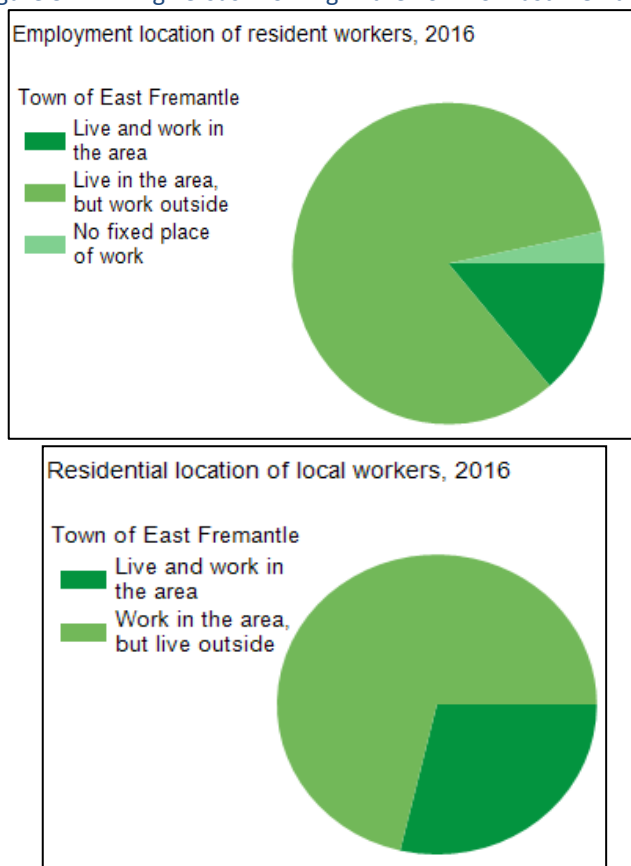
The relatively high percentage of residents who work from home (7.3 per cent) compared to Greater Perth (3.9 per cent) is noted. (ABS, 2016). As of June 2020, Council records show that there are approximately 20 approved home occupations/home offices currently operating in the Town, together with approximately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

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

6.3 Employment Self Sufficiency

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

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



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

In general terms, Figure 37 shows that:

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

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

6.4 Activity Centres

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

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

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

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

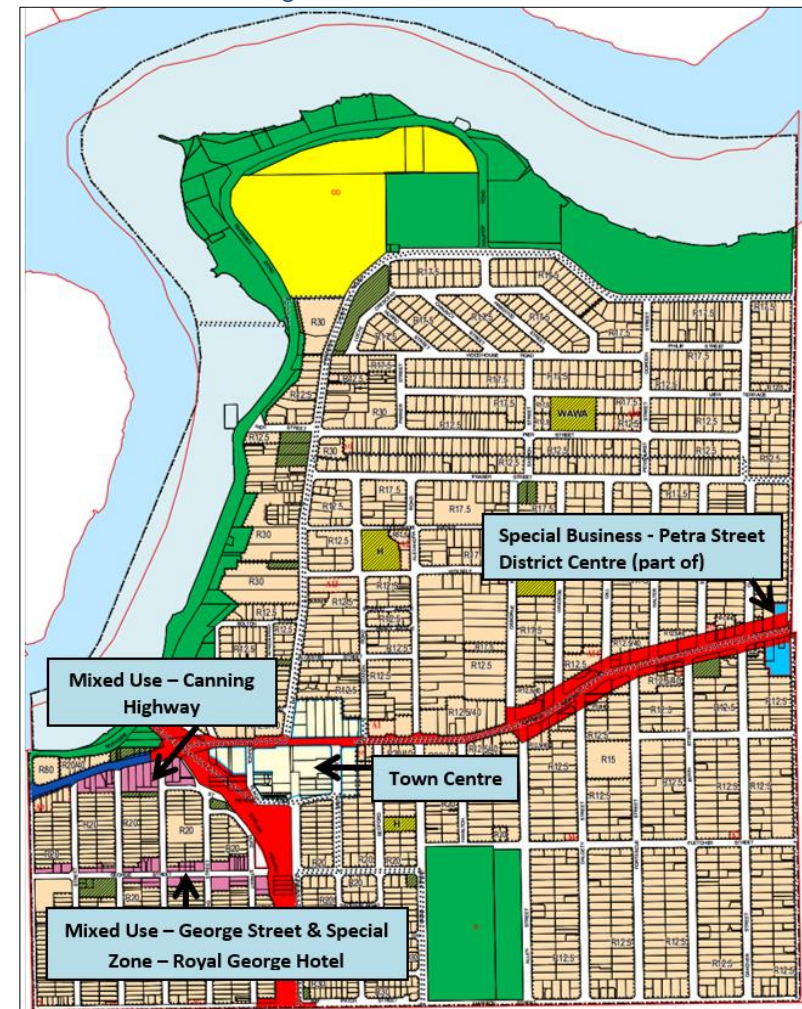
Source: Department of Planning, Lands and Heritage, 2015/17 Land Use and Employment Survey
<https://www.planning.wa.gov.au/lues.aspx>

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

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

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

Figure 39 - Commercial hubs



Source: Town of East Fremantle

6.4.1 Town Centre

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

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

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

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

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

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

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

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

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

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

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

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

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

6.4.2 Canning Highway Mixed Use

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

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

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

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

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

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

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

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

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

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

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

6.4.4 Petra Street Special Business

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

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

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

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

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

6.4.5 Further Commercial Uses in Non-commercial zones

MRS Parks and Recreation Reserve

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

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

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

Additional Uses in Residential Zone

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

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

P, D and A Uses in Residential Zone

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

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

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

6.5 Tourism

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

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

Swan River and Foreshore

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

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

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

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

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

Tracks and trails

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

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

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

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

Tourist Accommodation

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

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

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

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

Royal George Hotel Redevelopment

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

Events Space

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

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

Leeuwin Barracks

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

Some tourism opportunities associated with the site include:

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

Local Planning Strategy Implications and Responses

The LPS aims to create pleasant environments and support commercial development to attract business and visitors to the Town to boost the economy and provide employment opportunities.

SPP 4.2 specifies that growth in activity, employment and population is best guided towards activity centres and urban corridors with development guided by needs assessment and precinct structure plans. Any commercial floorspace changes other than what is currently possible under Local Planning Scheme No. 3 is not supported without first understanding the overall strategic commercial needs of the Town. A needs assessment will be undertaken to identify current and future commercial needs and assist in accommodating further economic growth and employment opportunities.

There appears to be a change in experience of the way retail is done, particularly with the emergence of global online shopping. It is important to understand the macro trends influencing commercial centres and how they impact changes in floorspace requirements, particularly how they influence provision at the local level.

A local commercial centres needs assessment could advise in this regard as well as provide reference to the influence of higher-order activity centres and employment land located beyond the Town’s boundaries.

It is envisaged that the need to change retail/commercial floorspace in the George Street local centre and the Canning Highway Mixed Use Zone will be negligible, however, some change may be required for the Town Centre and Petra Street District Centre particularly if higher residential densities and increased dwellings are planned. It would be beneficial to also gain a better understanding of how the Mixed Use Zones on Canning Highway and at George Street can perform more effectively.

Local Planning Strategy Implications and Responses

Current planning conditions have not generated development of the Town Centre or Canning Highway Mixed Use area to full potential, particularly in relation to mixed land use. Therefore, LPP 3.1.3 – Town Centre Redevelopment Guidelines (which relates to the Town Centre and the Canning Highway Mixed Use area) requires review. The Town Centre is underutilised and requires measures to increase activation through working with businesses and placemaking.

The planning area site at Leeuwin Barracks includes possible development of approximately 1,440+ apartments and the Vision Plan envisages a local centre to service the day-to-day needs of the surrounding community, as well as act as a node of activity within the site. It also includes a ‘civic heart’ in the vicinity of the Drill Hall which could include such uses as tourist accommodation, café and museum. This will need to be further investigated as part of the formal planning processes, including amendments to the Metropolitan Region Scheme and Local Planning Scheme No. 3. A separate needs assessment may be required if one has not already been carried out for the Town that has included the Leeuwin Barracks redevelopment.

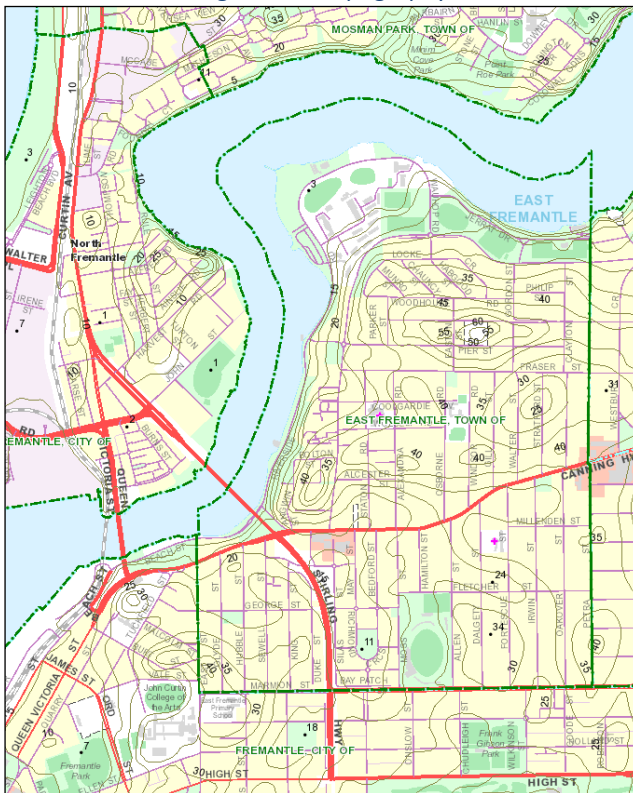
To date, the discrepancy between the recorded number of approved accommodation premises and those listed on short stay accommodation websites has not resulted in any known planning and amenity issues. As this appears to be an emerging land use in the Town, however, it may be prudent to consider a local planning policy to guide development and assessment, subject to direction provided by State Government as a result of a parliamentary enquiry into short-term rentals in Western Australia.

7 Environment

7.1 Topography and Landform

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

Figure 40 - Topography

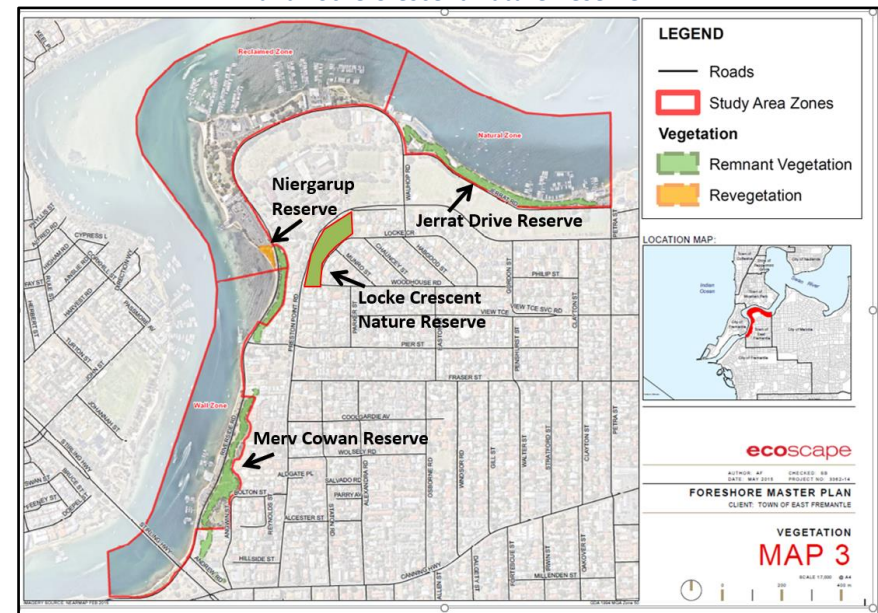


Source: <https://maps.slip.wa.gov.au/landgate/landinfo/wa/>

7.2 Natural Areas

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

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



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

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

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

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

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

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

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

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

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

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

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

7.2.1 Rare and Endangered Flora and Fauna

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

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

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

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

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

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

7.3 Water Resources

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

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

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

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

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

7.3.1 Natural Drainage Areas

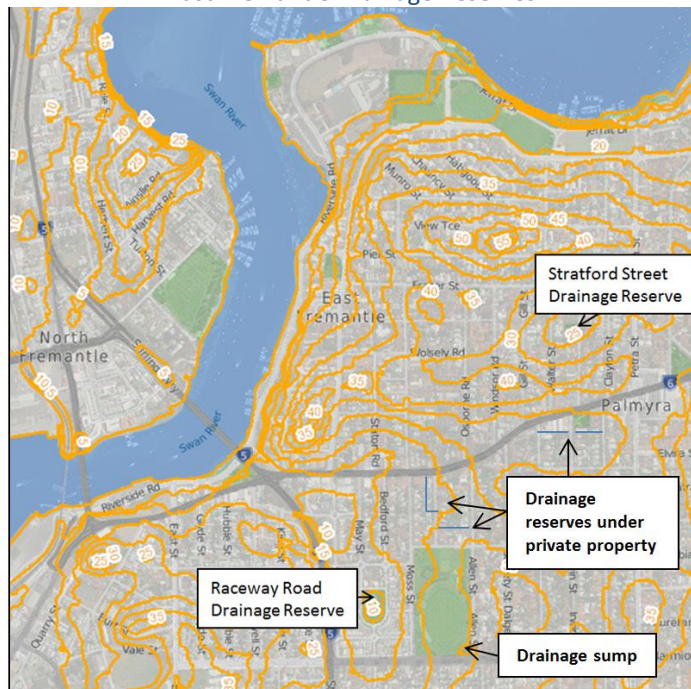
Zones and reserves allocated within the MRS and Local Planning Scheme No. 3 offer land use protection and separation to natural drainage areas within parklands and reserves. The Town also employs a number of measures to ensure effective total water cycle management and integrated urban water management.

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

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

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

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



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

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

7.3.2 Stormwater Management Swan River

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

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

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

7.3.3 Coastal Protection

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

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

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

7.3.4 Swan River 1:100 Floodplain Area

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

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

Figure 43 - FPM Floodplain Area (DWER-020)



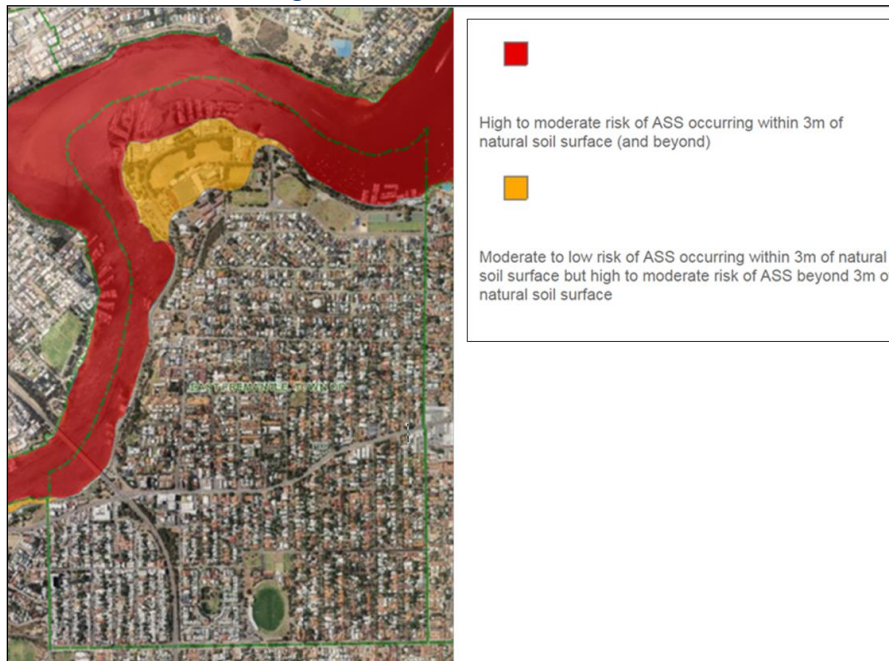
Source: <https://maps.slip.wa.gov.au/landgate/landinfowa/>

7.4 Acid Sulfate Soil Risk and Other Contaminated Sites

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

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

Figure 44 - Acid Sulfate Soil Risk



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

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

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

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

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

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

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

7.5 Climate Change

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

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

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

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

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

7.6 Urban Forests

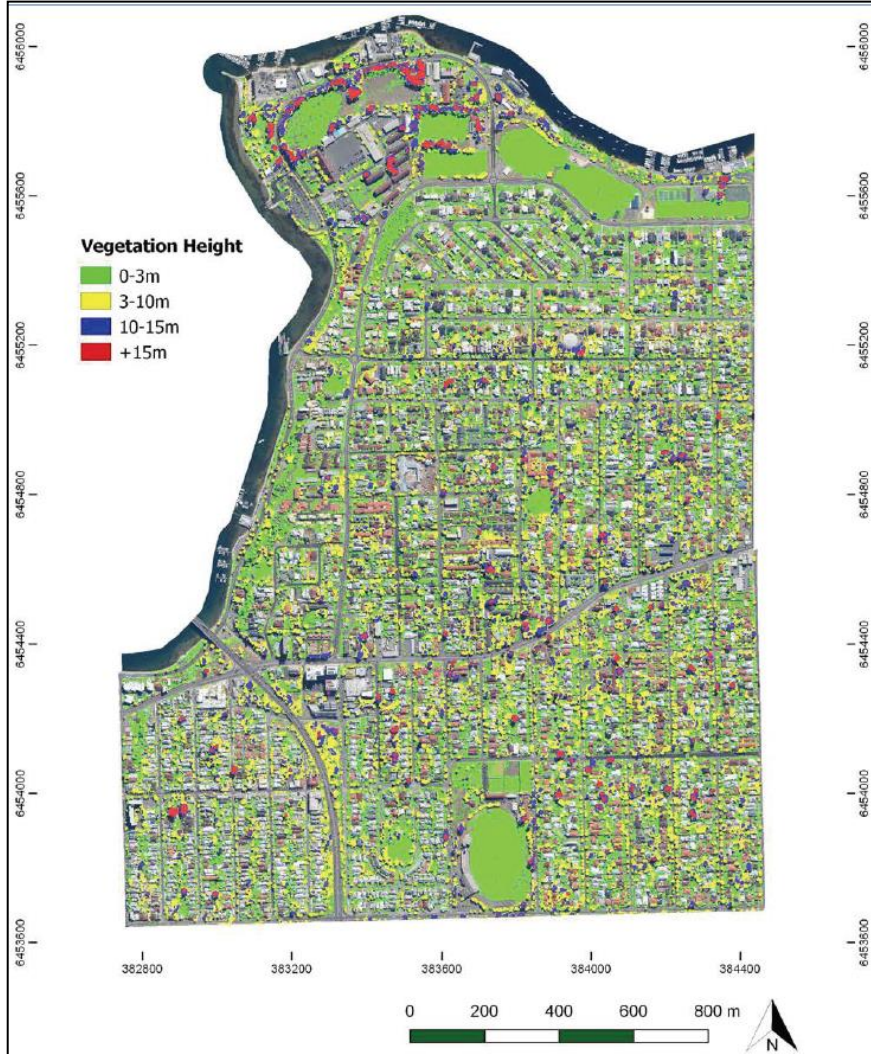
The DPLH, in collaboration with the Western Australian Local Government Association (WALGA), developed the Better Urban Forest Planning Guide (2018) to assist local governments in the strategic planning of their urban canopy and to promote best practice in its management.

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

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

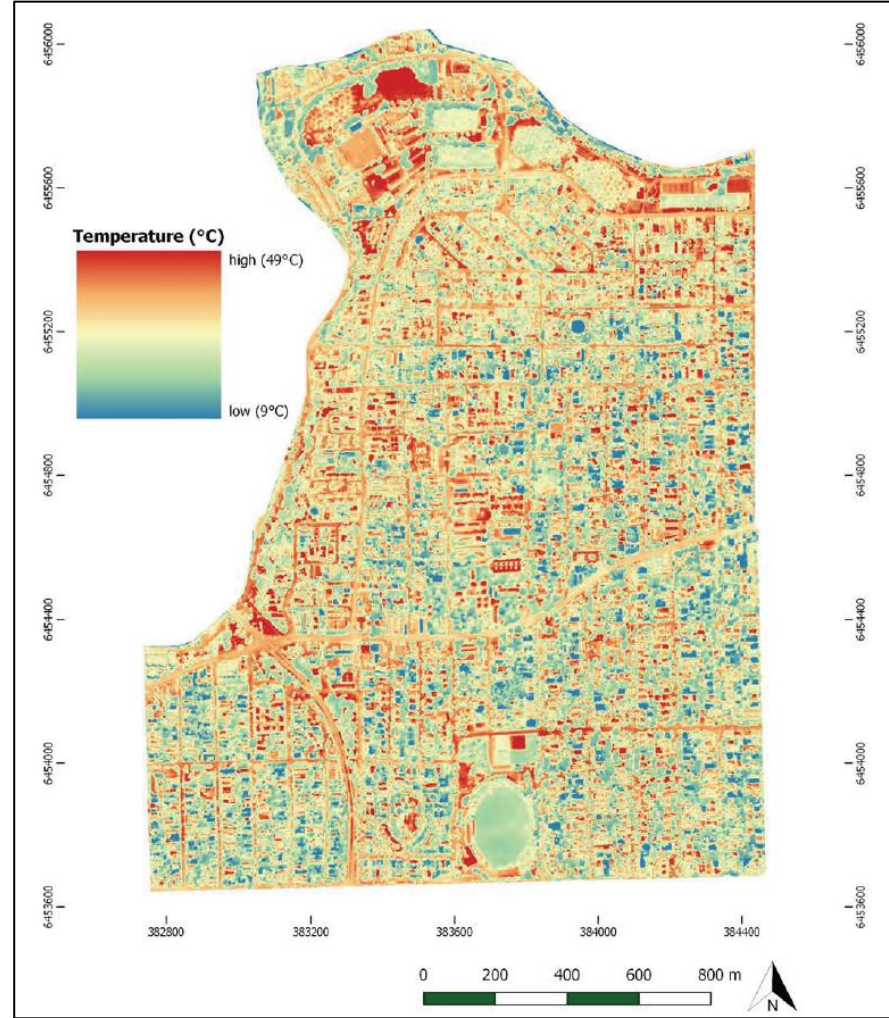
Figure 45 (over page) shows imagery acquired in May 2017 of height-stratified vegetation cover (<3m, 3-10m, 10-15m, >15m) within the Town and Figure 46 (over page) shows thermal infrared imagery acquired in March 2018 to determine surface temperature.

Figure 45 - Height Stratified Vegetation Cover



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

Figure 46 - Thermal Infrared Imagery



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

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

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

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

Local Planning Strategy Implications and Responses

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

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

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

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

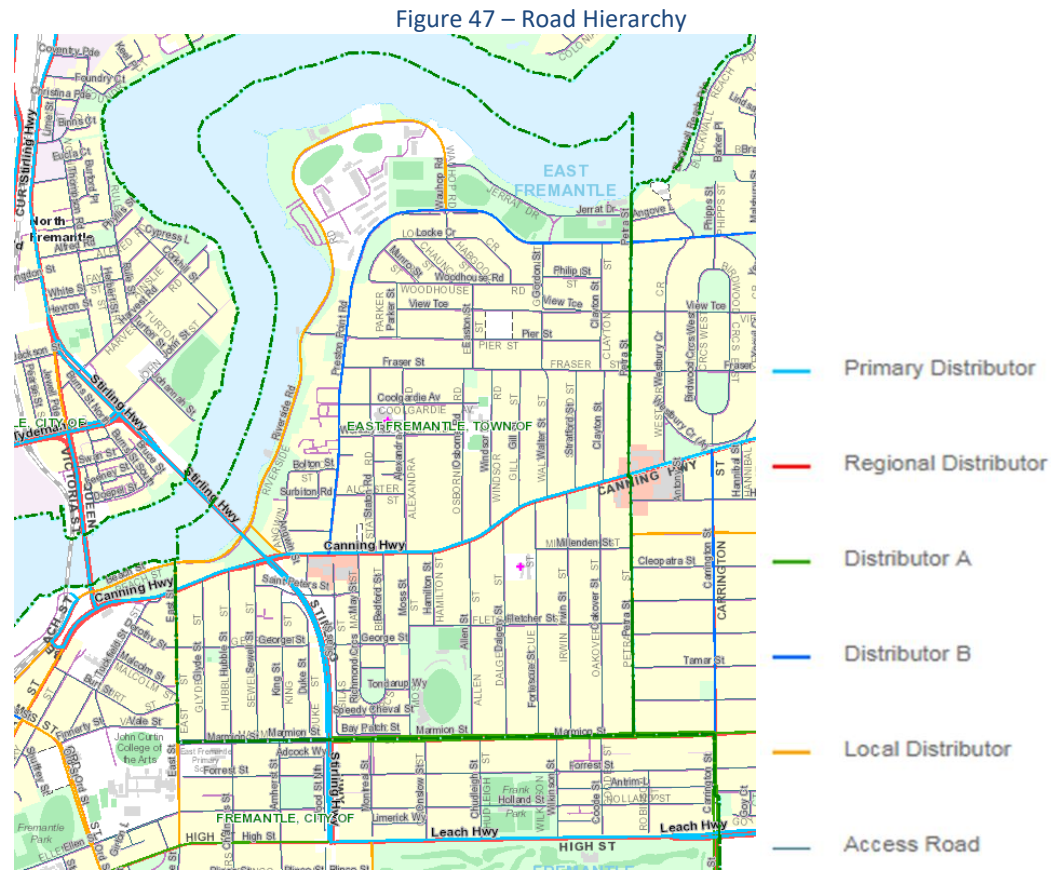
The Town will need to continue to capture tree canopy data and undertake more analysis to assess potential impacts of proposed increased density changes and policy development affecting private properties.

8 Infrastructure

8.1 Transport

8.1.1 Road Network

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



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

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

Figure 48 – Major Roads

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

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

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

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

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

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

Figure 49 – Canning Highway



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

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

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

8.1.2 Car Travel

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

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

Figure 50 – Travel to Work

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

Source: Australian Bureau of Statistics, 2016 Census

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

Figure 51 – Registered Vehicles

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

8.1.3 Traffic and Movement

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

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

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

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

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

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

8.1.4 Cycle Routes and Pedestrian Facilities

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

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

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

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

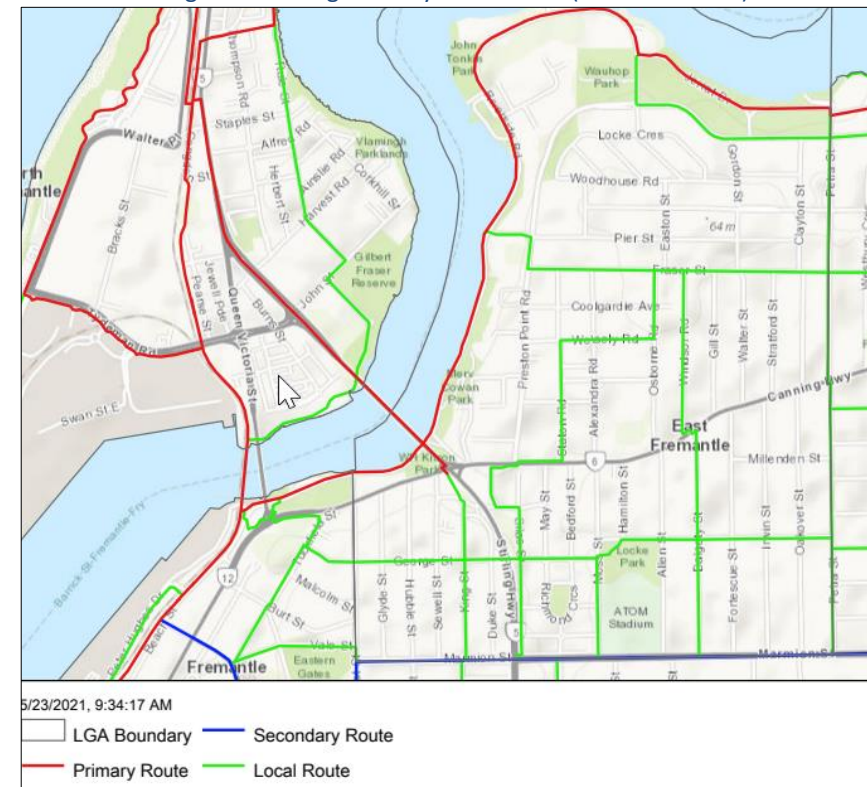
- A number of gaps in the cycling network leads to poor cycling connectivity;
- Safety is a key issue for cyclists especially when sharing the road with cars;
- Walking routes are generally well defined, yet improvements are required near key activity areas; and
- Canning and Stirling Highways are significant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

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

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

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

Figure 52 - Long Term Cycle Network (East Fremantle)



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

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

8.1.5 Vehicle Parking

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

Public off-street parking is provided:

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

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

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

Parking Hotspots and Issues

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

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

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

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

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

Technology Changes and Innovation

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

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

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

Current Parking Requirements

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

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

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

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

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

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

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

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

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

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

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

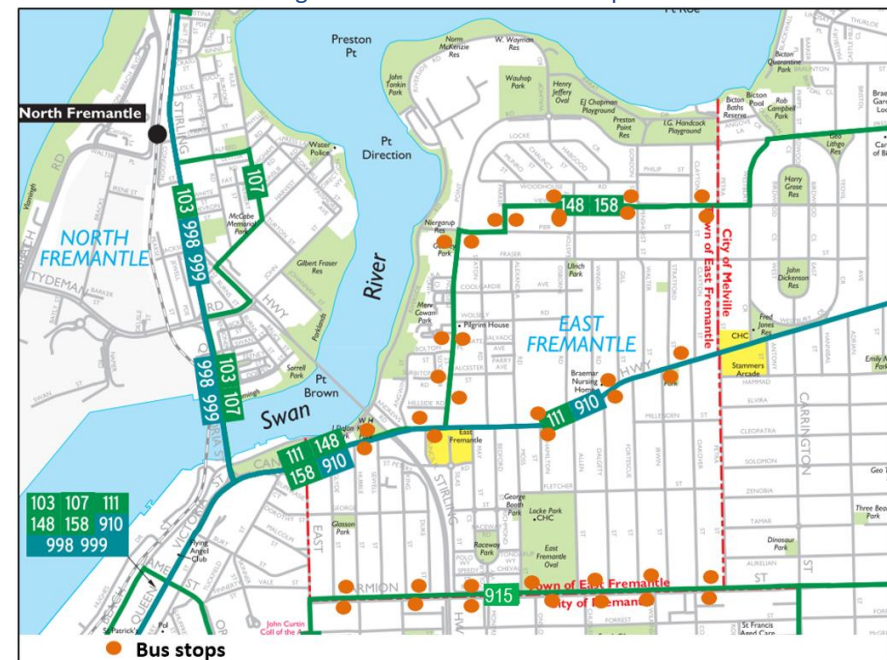
8.1.6 Public Transport

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

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

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

Figure 53 – Bus Routes and Stops



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

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

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

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

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

Local Planning Strategy Implications and Responses

The Town is finalising a Draft Integrated Traffic Management and Movement Strategy (ITMMS) to facilitate an effective and efficient transport system for all traffic movements, which is expected to be completed by mid 2021. This will be used to inform any changes to the active movement network and scheme provisions and policy relating to parking and traffic management.

An overall study is required to assist in identifying future development residential, commercial and mixed use development opportunities

Local Planning Strategy Implications and Responses

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

8.1.7 Fremantle Port

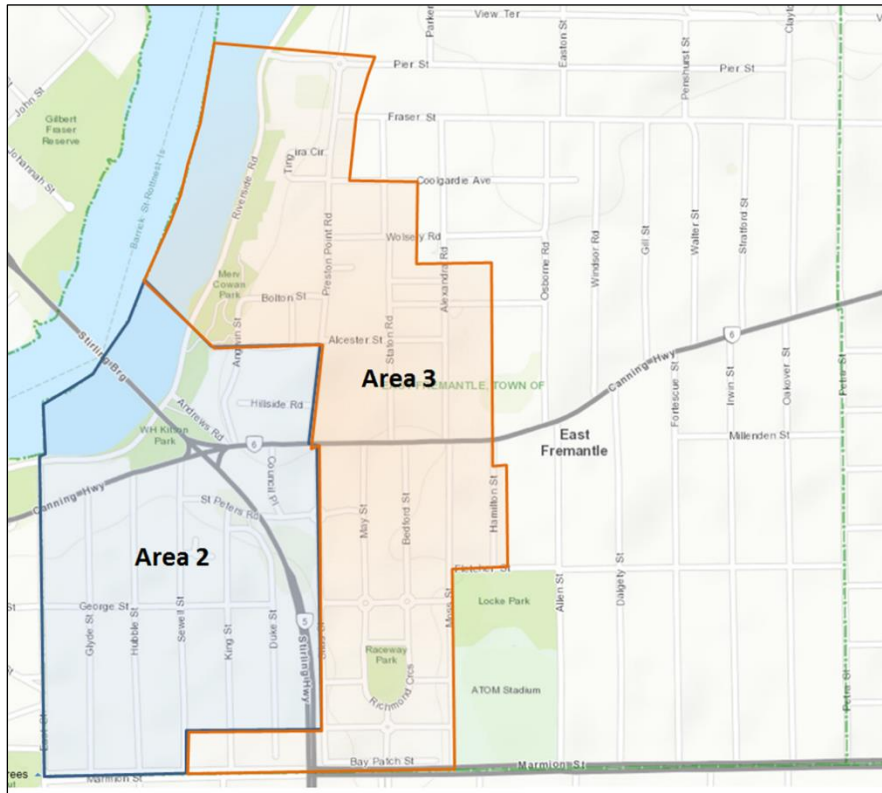
The Fremantle Port is not within the boundaries of the Town however, there are a number of important planning matters related to the port that need to be considered.

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

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

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

Figure 54 – Fremantle Inner Harbour Buffer Areas 2 and 3



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

8.2 Network Infrastructure

8.2.1 Telecommunications

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

8.2.2 Gas

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

8.2.3 Water Supply

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

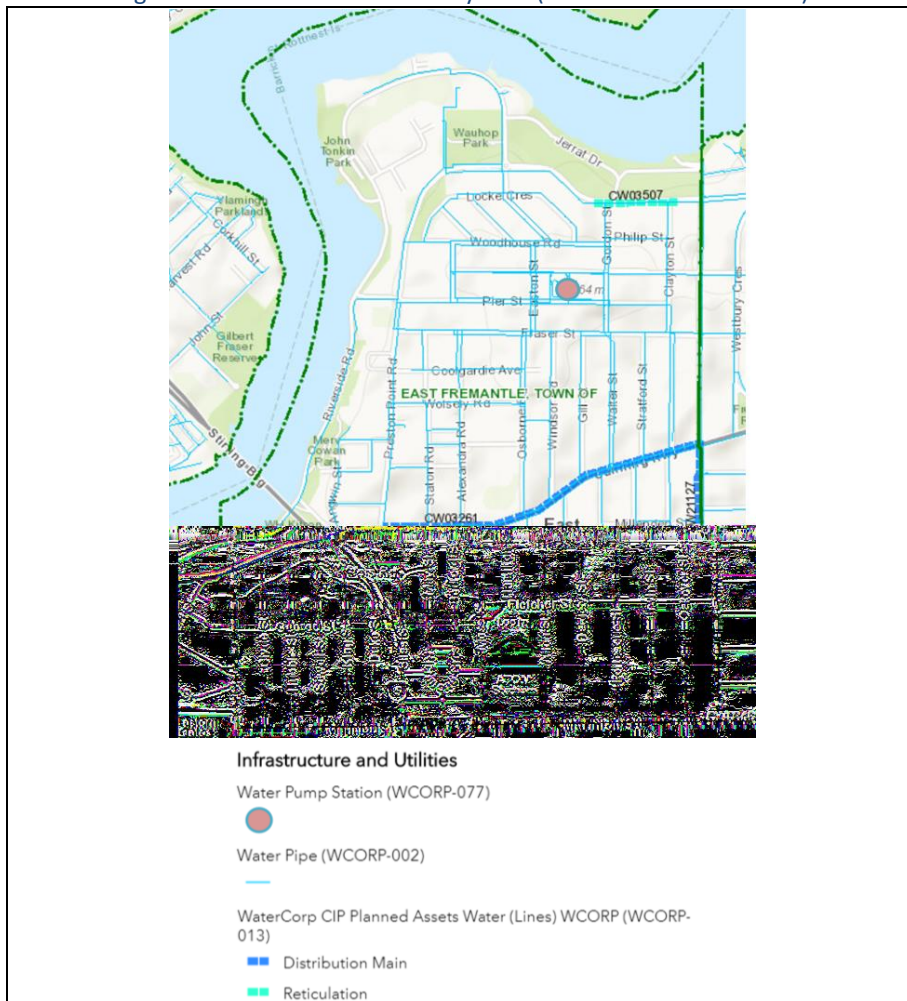
The Town and surrounding suburbs are provided with potable water from the Water Corporation’s West Melville Gravity Water Supply Zone. Water is supplied under gravity from the Melville Reservoir, which is located in Melville approximately 2km to the east at an elevation of around 60mAHD. A 100 year old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

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

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

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

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



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

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

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

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

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

8.2.4 Drainage

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

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

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

8.2.5 Sewerage

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

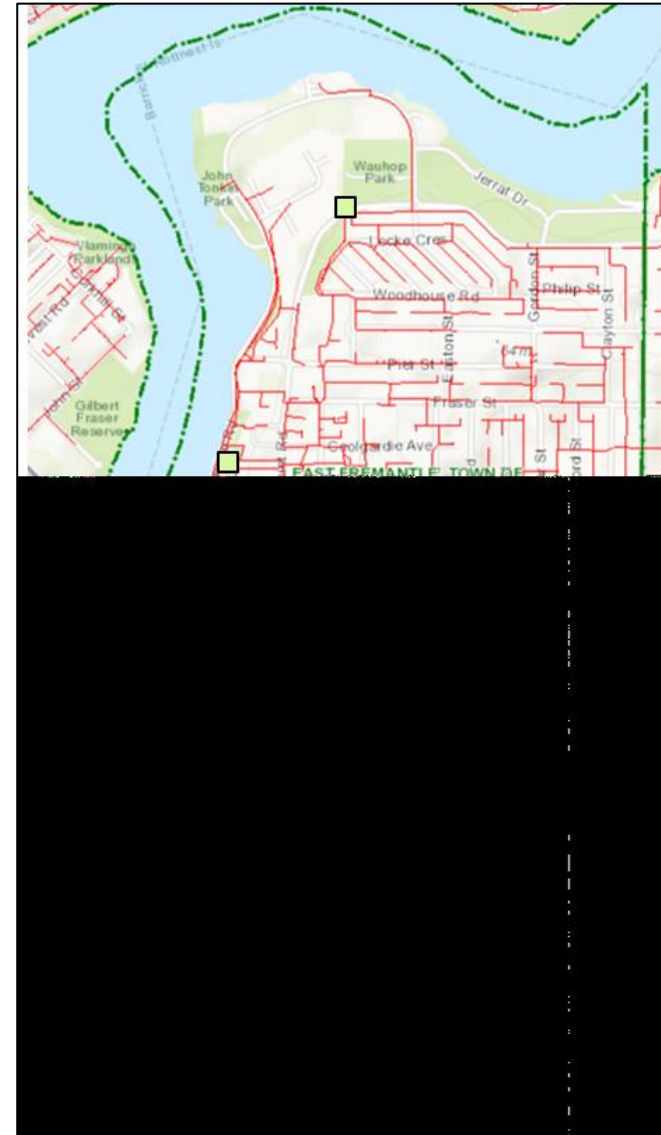
The Town is located within the Water Corporation's Fremantle Sewer District whereby wastewater generated by residences and businesses in the area flows under gravity generally westwards into the Fremantle Main Sewer, or in a northerly or north-westerly direction into the catchments of the Bruce Street,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

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

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

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

Figure 56 – Sewerage System (Town of East Fremantle)



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

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

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

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

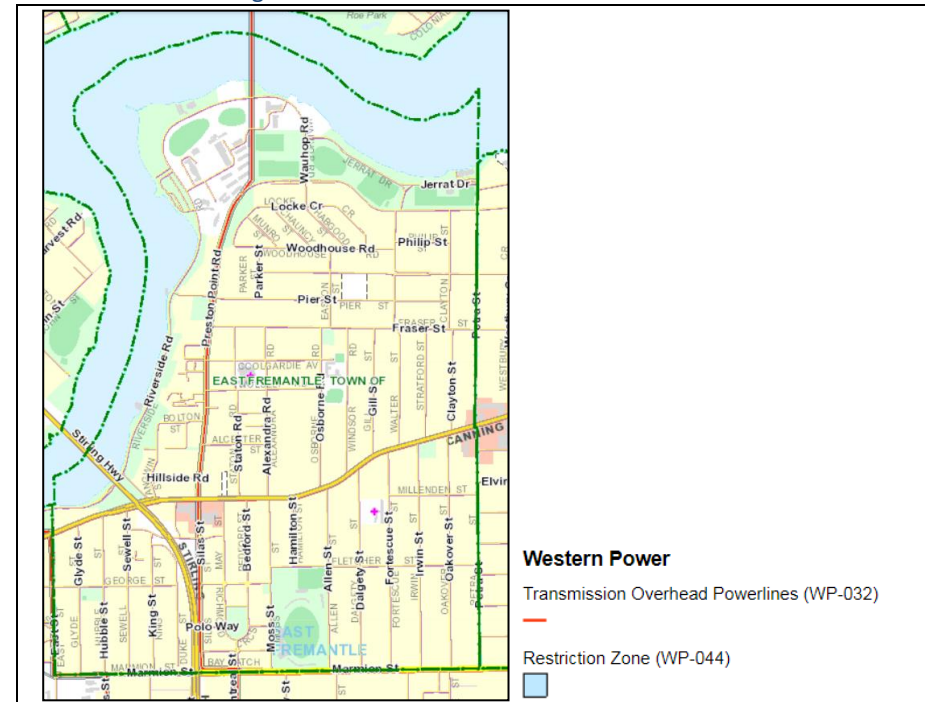
Western Power’s future network augmentation is fundamentally based on increased utilisation of the 132 kV transmission network. Western Power has advised of the following network upgrades, however, the timing, capacity, location and approval of proposed future corridors may be subject to change:

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

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

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

Figure 58 – Western Power Restriction Zone



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

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

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

8.2.7 Solid Waste

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

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

Local Planning Strategy Implications and Responses

Services with the Town have the capacity to support modest redevelopment and intensification of land uses. However, due to the age of some infrastructure (particularly pipes and drains), some upgrading may be required for more intense residential development. Capacity of all services resulting from proposed discernible density changes will need to be tested as part of planning processes.

There is a finite capacity in areas serviced by the Melville Reservoir, and it is unlikely that there is the capacity of large, unplanned development in this area. There are no plans to upgrade this facility and the Town does not support higher density in this vicinity.

The potential development of the Leeuwin site will require detailed servicing plans as part of future planning processes.

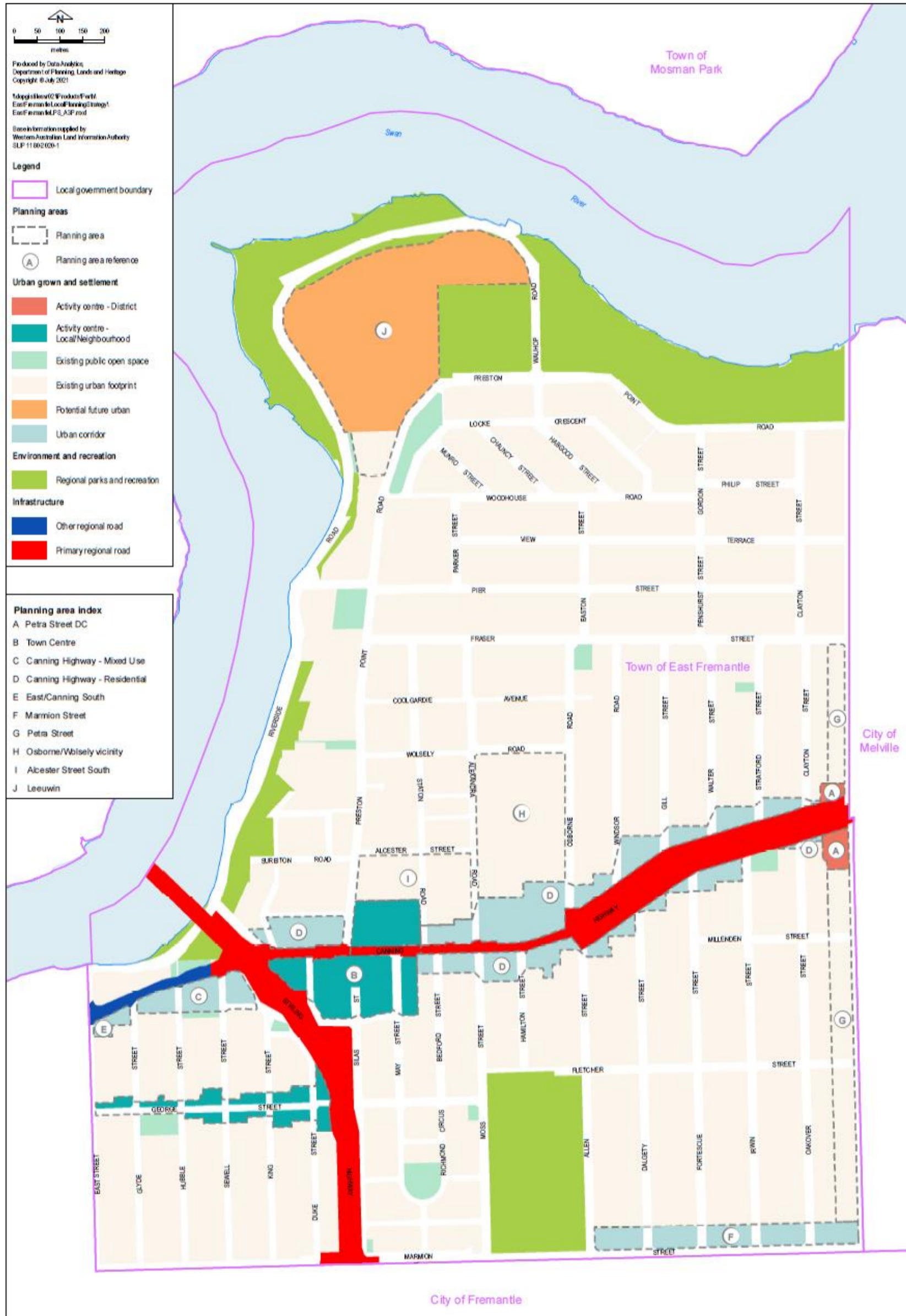
LPP 3.1.3 – Town Centre Redevelopment Guidelines needs to be updated to include reference to the Fremantle Port Buffers and consideration will be given to reintroducing provisions relating to the buffers as part of review of the local planning scheme.

Consideration will be given to Western Power infrastructure buffers in future stages of planning.

9 Planning Areas

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

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



Strategy map

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

Rationale

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

Future Context

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

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

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

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

9.2 Activity Centre: Planning Area B - Town Centre

Rationale

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

Future Context

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

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

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

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

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

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

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

Rationale

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

Future Context

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

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

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

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

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

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

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

Rationale

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

Future Context

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

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

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

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

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

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

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

Rationale

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

Future Context

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

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

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

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

9.6 Urban Corridor – Planning Area F - Marmion Street

Rationale

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

Future Context

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

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

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

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

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

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

Rationale

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

Future Context

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

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

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

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

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

Rationale

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

Future Context

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

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

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

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

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

Rationale

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

Future Context

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

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

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

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

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

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

Rationale

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

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

Future Context

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

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

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

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

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

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

10 References

Part 1 and 2

Planning and Development (Local Planning Schemes) Regulations, 2015

Central Sub Regional Planning Framework, WAPC 2018

Directions 2031 and Beyond, WAPC, 2010

Metropolitan Region Scheme, WAPC

Perth and Peel @ 3.5 million, WAPC, 2018

Planning and Development Act, Government of WA, 2005

Western Australia Tomorrow, Government of WA, 2019

State Planning Strategy 2050, WAPC, 2014

State Planning Policies, WAPC:

- SPP 1 State Planning Framework, 2017
- SPP 2 Environment and Natural Resources, 2003
- SPP 2.6 State Coastal Planning, 2013
- SPP 2.9 Water Resources, 2006
- SPP 2.10 Swan and Canning River Systems, 2006
- SPP 3 Urban Growth and Settlement, 2006
- SPP 3.5 Historic Heritage Conservation, 2007
- SPP 3.6 Development Contributions for Infrastructure, 2009
- Draft SPP 3.6 Development Contributions for Infrastructure, 2017
- Draft SPP 4.1 Industrial Interface, 2017
- Draft SPP 4.2 Activity Centres, 2020
- SPP 5.4 Road and Rail Noise, 2019
- SPP7 Design of the Built Environment, 2019
- Draft SPP 7.2 Precinct Design, 2019
- SPP 7.3 Residential Design Codes Volume 1, 2019
- SPP 7.3 Residential Design Codes Volume 2 – Apartments, 2019

Development Control and Operational Policies, WAPC/DPHL

- Liveable Neighbourhoods, 2009
- Draft Liveable Neighbourhoods, 2015
- DC1.5 – Bicycle Planning, 1998
- DC 1.6 – Planning to Support Transit Use and Transit Oriented Development, 2009
- DC 5.1 – Regional Roads (Vehicular Access), 1998
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- DC 5.3 – Use of Land Reserved for Parks and Recreation and Region Open Space, 2017
- Position Statement: Residential Accommodation for an Ageing Population, WAPC, 2020

Town of East Fremantle Community Scorecard, Catalyse Pty Ltd, 2017 and 2019

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