GOVERNMENT OF WESTERN AUSTRALIA

WAPC Western Australian Planning Commission

LEADING A CONTEMPORARY PLANNING SYSTEM

agenda

Statutory Planning Committee

Notice is hereby given the next meeting of the Statutory Planning Committee will be:

Wednesday, 21 January, 2026, 9:00 am

Pages

1. Meeting Opening and Commencement

1.1 Acknowledgement of Country

1.2 Apologies and leave of absence

1.3 Disclosure of interests

1.4 Disclosures of representation

1.5 Declaration of due consideration

1.6 Confirmation of Previous minutes - Wednesday, 10 December 2025 — 7 - 80

2. Deputations and presentations

2.1 City of Fremantle Local Planning Strategy – For Endorsement (Item 3.2) — 81 - 82

Presenters: City of Fremantle - Chloe Johnston and Nathan Blumenthal

3. Non-confidential items for discussion, decision or noting

3.1 Section 31 - Reconsideration of Subdivision to Create Two Residential Lots – Lot 396 (No. 17) Maclaren Crescent, Margaret River (157-25 and DR82/2025) — 83 - 123

Attending Officers: Ryan Shaw - Director, Planning Appeals and Dan McCluggage - Principal Planning Officer, Planning Appeals

On 24 June 2025, the applicant applied to the State Administrative Tribunal (SAT) for a review of the Western Australian Planning Commission's (WAPC) deemed refusal of a two-lot survey-strata subdivision application for Lot 396 (No. 17) Maclaren Crescent, Margaret River (the subject land), as the application was not determined within the 90-day statutory timeframe.

Following mediation, the applicant submitted a modified subdivision plan (proposed subdivision) and supporting information package (refer A1 & A2).

3.2 City of Fremantle Local Planning Strategy – For Endorsement — 124 - 425

(TPS/2931)

Attending Officers: Fabian Jas - Senior Planning Officer, Schemes and Strategies; Mek Piggot - Planning Manager, Schemes and Strategies and Rohan Miller - Planning Director, Schemes and Strategies

The City of Fremantle (City) has submitted its draft Local Planning Strategy (Strategy) to the Western Australian Planning Commission (WAPC) seeking final endorsement, in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regulations).

The document focuses on housing delivery and achieving an appropriate hierarchy and distribution of centres in accordance with the Central Sub-regional Planning Framework (Framework).

4. Confidential items for discussion, decision or noting

5. Urgent or other business

6. Meeting conclusion and closure

Information for WAPC members

Quorum: 5 of 9 members

Ms Emma COLE
WAPC Chairperson

Mr Ray HAEREN
WAPC Deputy Chairperson

Ms Megan ADAIR
WAPC Board Member

Ms Helen BROOKES
WAPC Board Member

Ms Claire FRANKLIN
SPC Member

Mr Chris HARMAN
SPC Member

Cr Caroline KNIGHT
SPC Member

Mr Paul LAKEY
WAPC Board Member

Ms Rebecca MOORE
SPC Member

The Western Australian Planning Commission (WAPC) is established under the *Planning and Development Act 2005* to provide independent advice to the Government on integrated land use planning and development, and to facilitate the preparation, implementation and delivery of state planning policies, strategies and plans through its functions and statutory decisions. Schedule 2 of the Act provides for the WAPC to establish committees to support it in delivering its functions and prescribes the establishment of a Statutory Planning Committee (SPC).

The SPC has been established to support the WAPC in undertaking its statutory planning functions including exercising powers to make any decisions the WAPC may delegate to the Committee. Its purpose is to develop and apply statutory planning frameworks which deliver the WAPC's strategic direction, policies and plans.

The key objectives of the SPC are to:

1. Support the WAPC to undertake its statutory planning functions including but not limited those related to:

   1.1. The maintenance of and minor amendments to region planning schemes where consistent with applicable strategic planning framework.

   1.2. The preparation, review, maintenance and amendment of local planning schemes (including any development contribution provisions these may entail). The preparation, review, maintenance and

amendment of local planning schemes (including any development contribution provisions these may entail).

1.3. The determination of local planning strategies, local structure plans (standard and precinct), local development plans and local planning policies where these require the approval of the WAPC.

1.4. The determination of applications for subdivision (including strata subdivision)

1.5. The determination of applications for approval of leases and licenses

1.6. The determination of applications for the use and development of land where this requires the approval of the WAPC excluding proposals:

1.6.1. made under Part 17 of the *Planning and Development Act 2005*.

1.6.2. that are mandatory significant developments for the purposes of section 171L(2) of the *Planning and Development Act 2005;*

1.6.3. subject to a section 171M Premier Authorisation under the *Planning and Development Act 2005*;

1.6.4. critical to major State priority projects such as significant renewable energy facilities, the Future of Fremantle; and

1.6.5. classified as 'State significant' under the Governments Lead Agency Framework.

1.7. Approval of management plans and arrangements and condition compliance in relation to the above.

1.8. Enforcement activities in relation to the above.

2. Provide advice, make recommendations and determine applications in accordance with authority delegated to it.

3. Provide advice to the WAPC on the effective and efficient delivery of statutory planning functions.

4. Provide advice to local government and other government agencies and bodies on statutory planning matters.

Part 11B of the *Planning and Development Act 2005* permanently established the WAPC as the decision-making authority for prescribed significant development proposals. Prescribed significant development proposals are specified in regulation 5 of the Planning and Development (Significant Development) Regulations 2024 as being development valued at $20 million or more for land in the Metropolitan or Peel Region Scheme or the Swan Valley Planning Scheme areas; and $5 million or more for land in other parts of the state. Other projects may be authorised for determination under Part 11B by the Premier, on the advice of the Minister. There are presently no criteria for mandatory significant development proposals.

In accordance with Section 171P of the *Planning and Development Act 2005*, the WAPC must determine Part 11B applications in accordance with the provisions of the 'applicable planning instrument'. The WAPC may determine significant development applications that conflict with provisions of the applicable planning instrument in some circumstances, as set out in Section 171R(1) of the *Planning and Development Act 2005*. These considerations are in addition to any discretion or variation clauses in the applicable planning instrument.

The WAPC as the planning authority for applications submitted under Part 11B and the WAPC has delegated the function to the SPC.

Membership:
The composition of the Statutory Planning Committee is in accordance with Schedule 2(4) of the *Planning and Development Act 2005.*

4. Statutory Planning Committee

(1) The Commission is to establish a committee to be known as the Statutory Planning Committee.

(2) The Statutory Planning Committee is to consist of the following persons —

(a) 2 or more members of the board appointed by the Commission;

(b) 1 or more persons appointed by the Commission with the approval of the Minister —

i. who are not members of the board; and

ii. who have knowledge, expertise and experience in the field of urban and regional planning;

(c) 1 or more persons, not being members of the board, appointed by the Commission with the approval of the Minister to represent the interests of local governments;

(d) any 1 or more other persons, not being members of the board, appointed by the Commission with the approval of the Minister.

GOVERNMENT OF WESTERN AUSTRALIA

WAPC Western Australian Planning Commission

Statutory Planning Committee
Minutes

Wednesday, 10 December, 2025

Members: Commissioner Cole - Chairperson
Commissioner Haeren - Deputy Chairperson
Commissioner Adair
Member Franklin
Member Harman
Member Knight
Commissioner Lakey
Member Moore

Apologies: Commissioner Brookes

Others Present: Mitchell Bisby - Principal Planner, Metro North West
Kathy Bonus - Chief Planning Advisor, Reform, Design and State Assessment
Sam Boucher - Manager Commission Business
Rachel Bridges - Planning Manager, Significant Development Assessment Unit
Mario Carbone - A/Planning Manager, Metro North East
Ciara Clarke - Planning Manager, State Referral Coordination Unit
Christine Collins - A/Planning Director, Schemes and Strategies
Andrew Cook - A/Planning Director, Metropolitan North
Michael Daymond - WAPC Strategic Advisor, Reform, Design and State Assessment
Paola Di Perna - Planning Director, Significant Development Assessment Unit
Ben Hesketh - Planning Director, Metro Central
Fabian Jas - Senior Planning Officer, Schemes and Strategies
Jacky Jurmann - Principal Planner, Significant Development Assessment Unit
Veronica Martin - Senior Planner, Significant Development Assessment Unit
Jarren Minorgan - Planning Officer, Schemes and Strategies
Rohan Miller - Planning Director, Schemes and Strategies
Anthony Muscara - Principal Planner, Schemes and Strategies
Frank Ness - Senior Planner, Metro North East
Mek Piggot - A/Planning Manager, Schemes and Strategies
Tim Richings - Senior Planner, Metro Central North
Dale Sanderson - Planning Director, Metro Central
David Saunders - Assistant Director General, Land Use Planning
Belinda Sleap - A/Senior Commission Support Officer

UNCONFIRMED

Oscar Thomson - Senior Planner, Schemes and Strategies
Carolyn Vyner - Principal Planner, Metro Central
Melanie Young - Senior Planning Officer, Regional South

---

1. Meeting Opening and Commencement

The Chairperson declared the meeting open at 9:02 am.

1.1 Acknowledgement of Country

The Chairperson acknowledged the Whadjuk people of the Noongar Nation as the traditional owners and custodians of the land on which the meeting is taking place and welcomed members.

1.2 Apologies and leave of absence

Commissioner Brookes – Apology

1.3 Disclosure of interests

Commissioner Haeren declared an Actual Impartiality Interest on Item 3.2 - Part 11B Development Application - Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra – Determination. Commissioner Haeren advised that he is a former employee of Urbis, and the application was lodged by Urbis. He was not involved in the application, however it was made whilst he was still employed by Urbis, and he did act for Fabcot on other matters. Members agreed that Commissioner Haeren should not be present during the discussion and/or decision-making procedure on the item.

Commissioner Adair declared an Actual Impartiality Interest on Item 3.2 - Part 11B Development Application - Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra – Determination. Commissioner Adair advised that she has a family member who works at Lavan in the Planning and Environment team. Lavan has provided legal advice to the applicant. Members agreed that Commissioner Adair should not be present during the discussion and/or decision-making procedure on the item.

Member Franklin declared an Indirect Pecuniary Interest on Item 3.2 - Part 11B Development Application - Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra – Determination. Member Franklin advised that as the principal planner for Franklin Planning, she provides sub-consultant planning services to Hames Sharley (Urban Development Portfolio). Hames Sharley (Town Centre & Retail Portfolio) has been contracted by the proponent to provide architectural design services, with Urbis serving as the lead Urban Planning Consultant. She has been advised that Hames Sharley (Urban Development Portfolio) has not been directly involved in this project, nor has her consultancy been consulted

UNCONFIRMED

on this matter. Members agreed that Member Franklin should not be present during the discussion and/or decision-making procedure on the item.

Commissioner Haeren declared a Perceived Impartiality Interest on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination .Commissioner Haeren advised that he is a former employee of Urbis, and Urbis acted for Fabcot on the Woodvale Boulevard redevelopment, located 2 kilometres south west of the site. Members agreed that Commissioner Haeren is permitted to be present during the discussion and/or decision-making procedure on the item as it is unlikely to influence Commissioner Haeren's conduct in relation to the matter.

Member Moore declared a Perceived Impartiality Interest on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination. Member Moore advised that she is a member of the Heritage Council of Western Australia and that the item was not reviewed by the Heritage Council but determined under delegation. Members agreed that Member Moore is permitted to be present during the discussion and/or decision-making procedure on the item as it is unlikely to influence Member Moore's conduct in relation to the matter.

1.4 Disclosures of representation

Nil.

1.5 Declaration of due consideration

All members indicated that they had received and considered the agenda items prior to the Statutory Planning Committee meeting.

1.5.1 Additional Information for Members

Members noted receipt of additional information provided following publication of the agenda.

1.6 Confirmation of Previous minutes - Wednesday, 19 November 2025

Moved by Commissioner Haeren
Seconded by Member Knight

That the minutes of the Statutory Planning Committee meeting held on Wednesday, 19 November 2025, be confirmed as a true and correct record of the proceedings.

The motion was put and carried

UNCONFIRMED

2. Deputations and presentations (Items 3.4 to 4.1)

2.1 Precinct Structure Plan – Claremont Town Centre, Claremont (2024) – Amendment No. 1 (Item 3.4)

Presenters: David Vinicombe - Town of Claremont

David Vinicombe made a deputation to the Statutory Planning Committee regarding Item 3.4 - Precinct Structure Plan – Claremont Town Centre, Claremont (2024) – Amendment No. 1.

2.2 Precinct Structure Plan - West Leederville (2024) - Determination (Item 3.5)

Presenter: David Read - Element Advisory

The deputation was withdrawn ahead of the Statutory Planning Committee regarding Item 3.5 - Precinct Structure Plan - West Leederville (2024) - Determination.

2.3 Precinct Structure Plan - West Leederville (2024) - Determination (Item 3.5)

Presenter: Cr Ben Mayers - Town of Cambridge

Cr Ben Mayes, Etienne Brits and Luke Gibson made a deputation to the Statutory Planning Committee regarding Item 3.5 - Precinct Structure Plan - West Leederville (2024) - Determination.

2.4 Precinct Structure Plan - West Leederville (2024) - Determination (Item 3.5)

Presenters: Lena Jaetschmann and David Maiorana - Rowe Group

Lena Jaetschmann and David Maiorana made a deputation to the Statutory Planning Committee regarding Item 3.5 - Precinct Structure Plan - West Leederville (2024) - Determination.

2.5 District Structure Plan – Bullsbrook Townsite (2018) – Amendment No.1 (Item 3.6)

Presenters: Rebecca Thompson - Rowe Group, Mitch Whalan - Whalan Consulting and Stuart Griffiths - Watson Property Group

Rebecca Thompson, Mitch Whalan and Stuart Griffiths made a deputation to the Statutory Planning Committee regarding Item 3.6 - District Structure Plan – Bullsbrook Townsite (2018) – Amendment No.1.

2.6 City of Subiaco – Local Planning Scheme No. 5 and Local Planning Strategy (2020) - Report of Review (Item 3.7)

UNCONFIRMED

Presenter: Alexander Petrovski, Anthony Denholm and Jutta Kober - City of Subiaco

Alexander Petrovski, Anthony Denholm and Jutta Kober made a deputation to the Statutory Planning Committee regarding Item 3.7 - City of Subiaco – Local Planning Scheme No. 5 and Local Planning Strategy (2020) - Report of Review.

2.7 Ocean Reef Marina Improvement Scheme No. 1, Amendment No. 1 (Standard) - Approval to advertise (Item 4.1)

Presenters: Lex Barnett – TBB Planning for Development WA, Paul Gazzone and Baz Visram - Development WA and Damian Fasher – Bridge 42

Lex Barnett, James McCallum, Paul Gazzone and Baz Visram made a deputation to the Statutory Planning Committee regarding Item 4.1 - Ocean Reef Marina Improvement Scheme No. 1, Amendment No. 1 (Standard) - Approval to advertise.

2.36 Precinct Structure Plan - West Leederville (2024) - Determination (Item 3.5)

Written Submission: Etienne Brits - Town of Cambridge

Members noted the written submission on Item 3.5 - Precinct Structure Plan - West Leederville (2024) - Determination.

2.37 Precinct Structure Plan - West Leederville (2024) - Determination (Item 3.5)

Written Submission: Deon White – Hatch

Members noted the written submission on Item 3.5 - Precinct Structure Plan - West Leederville (2024) - Determination.

2.38 District Structure Plan – Bullsbrook Townsite (2018) – Amendment No.1 (Item 3.6)

Written Submission: Cindy and David Robinson – Resident

Members noted the written submission on Item 3.6 - District Structure Plan – Bullsbrook Townsite (2018) – Amendment No.1.

3. Non-confidential items for discussion, decision or noting (Items 3.4 to 3.9)

3.4 Precinct Structure Plan – Claremont Town Centre, Claremont (2024) – Amendment No. 1

UNCONFIRMED

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons outlined in the report.

Moved by Commissioner Haeren
Seconded by Member Moore

That the Statutory Planning Committee resolves under clause 22 of Schedule 2 – Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 to require the Town of Claremont to:

1. *modify Amendment 1 to the Claremont Town Centre Precinct Structure Plan in accordance with the Schedule of Modifications (A5 and A6); and*

2. *resubmit the modified plan to the WAPC for approval.*

The motion was put and carried

3.5 Precinct Structure Plan - West Leederville (2024) - Determination (SPN/2148)

During deliberations on the Item, members considered the following:

- The Town of Cambridge's (the Town) concerns in relation to the building height and laneway proposals, in particularly in the Rosslyn Quarter.

- Acknowledgment of the long history of engagement with the Town and its consultants, including Department Officers' attendance at a site tour.

- That State Planning Policy 4.2 encourages development to be focussed within and around activity centres with train station.

- The Town's Local Planning Strategy (LPS) aims to maintain low-density garden suburbs and concentrate infill development in centres.

- The variation from the LPS relating to building height.

Members discussed their reasons for supporting the proposal and outlined the following:

- The proposal represents a well-rounded plan balancing a range of interests.

- Acknowledgement of the value in retaining laneways, where appropriate, particularly as an interface to lower residential areas.

UNCONFIRMED

- The ceding of land for laneways as individual lots are developed would lead to difficulty in achieving the proposed comprehensive laneway network given the ad hoc, uncoordinated approach.

- The Department of Planning, Lands and Heritage's detailed consideration of laneways in Attachment 9.

- The West Leederville Precinct Structure Plan (PSP) provides an appropriate outcome for West Leederville, addressing previous challenges such as land assembly and height restrictions.

- The proximity of the PSP to the city, within walking and cycling distance and the accessibly to two train stations.

- The Proposal aligns with urban consolidation principles and supports density in activity centres.

- The height proposed is considered appropriate for this location.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the report.

Moved by Member Harman
Seconded by Commissioner Haeren

That the Statutory Planning Committee resolves, under Clause 22 of Schedule 2 – Deemed Provisions of the Local Planning Schemes of the Planning and Development (Local Planning Schemes) Regulations 2015, to require the Town of Cambridge to:

1. *Modify the re-advertised West Leederville Precinct Structure Plan (Attachment 2) in accordance with the Schedule of Modifications – West Leederville Precinct Structure Plan (Attachment 4); and*

2. *Submit the modified plan for approval.*

The motion was put and carried

3.6 District Structure Plan – Bullsbrook Townsite (2018) – Amendment No.1 (SPN/2161M-1)

During deliberations on the Item, members considered the following:

- The deputation's support for the Bullsbrook Townsite District Structure Plan amendment and that detailed planning can be refined through future planning processes, including the local structure plan.

UNCONFIRMED

- Clarification on whether the south-western portion along Great Northern Highway will be addressed through the local structure planning process and if it's future use will retain a portion of non-residential or transition to residential.

- The Royal Australian Air Force air base constraints and noise buffer requirements.

- The incorporation of broader considerations such as local employment opportunities.

Members discussed their reasons for supporting the proposal and outlined the following:

- The modification requiring resolution of water and sewage servicing prior to rezoning and local structure planning.

- Acknowledgement that school planning is ongoing, with clarity that three schools are needed.

- Bushfire related modifications highlighted as an important consideration.

- The recognition of issues around potential service commercial uses, with emphasis on the importance of the future investigation area to address these matters.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the report.

Moved by Commissioner Adair
Seconded by Member Knight

That the Statutory Planning Committee resolves, pursuant to Schedule 2, Part 4, Clause 22(1)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015, to:

1. *Require Amendment No.1 to the Bullsbrook Town Centre District Structure Plan to be modified in accordance with the attached Schedule of Modifications.*

2. *Require the applicant to resubmit the modified Amendment No.1 to the Bullsbrook Town Centre District Structure Plan to the Western Australian Commission for its determination.*

The motion was put and carried

3.7 City of Subiaco – Local Planning Scheme No. 5 and Local Planning Strategy (2020) - Report of Review (TPS/3367)

UNCONFIRMED

During deliberations on the Item, members considered the following:

- The alternative recommendation provided following collaborative discussions between the Department of Planning, Lands and Heritage and the City of Subiaco which includes separating advice for the Statutory Planning Committee decision and advice to the City of Subiaco, along with additional advice regarding State Planning Policy SPP 4.2 dwelling targets.

- That the additional advice is non-binding on the Statutory Planning Committee for future decisions.

Members discussed their reasons for supporting the proposal and outlined the following:

- Commended the City of Subiaco for its progressive approach and active engagement in addressing challenges and moving towards a more urban and infill focus.

- Recognising the meeting of the minimum density targets as a positive outcome, with further opportunity for infill in the Subiaco Secondary Centre.

Members agreed to endorse the alternative recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the report.

ALTERNATIVE RECOMMENDATION

Moved by Commissioner Haeren
Seconded by Member Moore

That the Statutory Planning Committee, pursuant to Regulation 67 of the Planning and Development (Local Planning Schemes) Regulations 2015:

1. *Agrees with the recommendation of the City of Subiaco within its Report of Review (2025):*

    a. *To amend the Local Planning Strategy (2020);*
    b. *To amend the Local Planning Scheme No. 5; and*
    c. *To amend the Subiaco Activity Centre Plan.*

That the Statutory Planning Committee advises the City that:

2. *The intention for the amendments to each local planning instrument identified in the Report of Review is noted, but any decision or recommendation on each amendment is subject to a separate and subsequent process.*

UNCONFIRMED

3. *Amendments to the Local Planning Strategy, Local Planning Scheme No. 5 and Subiaco Activity Centre Plan are to address the following:*

    a. *The intent and objectives of State Planning Policy 4.2 – Activity Centres and State Planning Policy 7.2 – Precinct Design;*
    b. *Review of the City's Public Open Space Plan (2014) to include a local distribution analysis, shortfall analysis and acquisition and upgrading requirements;*
    c. *Using an alternate justification for recommended amendment No. 10, such as the ability to utilise the Model Local Planning Policy - Tree Retention prepared by WALGA, which has been an accepted practice for this matter;*
    d. *Removing Strategy actions that are already completed.*

ADDITIONAL ADVICE

In making this decision, the SPC notes that the City of Subiaco has demonstrated that it can meet and exceed the dwelling targets in the Central Sub-Regional Planning Framework (Frameworks). However, as the City's Local Planning Strategy and the Frameworks pre-date SPP4.2 (updated version gazetted July 2023), there is a need to consider the dwelling targets under SPP4.2 in future planning for the Subiaco Secondary Centre. The reference to 4000 additional dwellings in this report is a result of standard calculation of dwellings per hectare as specified within SPP4.2. It is important to note that actual dwelling potential should be determined taking into account detailed assessment of specific circumstances and context including dwellings being delivered by DevelopmentWA and the portion of the centre catchment that falls within the City of Subiaco only. Detailed planning and analysis should be done in consultation with DPLH as part of future planning.

The motion was put and carried

3.8 City of Fremantle - Local Planning Scheme No. 4 and Local Planning Strategy - Report of Review

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons outlined in the report.

Moved by Commissioner Adair
Seconded by Member Franklin

That the Statutory Planning Committee, pursuant to Regulation 67 of the Planning and Development (Local Planning Schemes) Regulations 2015, resolves to:

1. *Agree with the City of Fremantle 2025 Report of Review recommendation to prepare a new local planning scheme that*

UNCONFIRMED

will replace City of Fremantle Local Planning Scheme No. 4 upon endorsement;

2. *Note that the City of Fremantle draft Local Planning Strategy is currently under review with the Department of Planning, Lands and Heritage before seeking final endorsement from the Western Australian Planning Commission; and*
3. *Notify the City of Fremantle of the above decision.*

The motion was put and carried

3.9 Lifting of Urban Deferment – Lots 104, 1522, 1523, 1524 and 1525 Leslie Street, Southern River - Determination

During deliberations on the Item, members considered that there has been a progressive lifting of urban deferment in this precinct over several years and the current request is another component of that ongoing process. Members noted that a Local Structure Plan and subdivision application is awaiting approval contingent on this decision.

Members discussed their reasons for supporting the proposal and outlined the following:

- Noted this is a positive outcome, enabling progress on housing delivery.
- The City of Gosnell's support for the concurrent amendment, with the exception of the community purpose land.

Members agreed to endorse recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the report.

Moved by Commissioner Haeren
Seconded by Member Harman

That the Statutory Planning Committee resolves under Clause 23 of the Metropolitan Region Scheme to:

1. *Transfer Pt of Lots 104, 1522, 1523, 1524 and 1525 Leslie Street, Southern River as shown on Amending Plan No. 4.1667 (Attachment 6) from the Urban Deferred zone to the Urban zone; and*
2. *Amend the City of Gosnells Local Planning Scheme No. 24 by transferring the subject land to the "Urban Development" zone, excluding Pt of Lot 104 Leslie Street, Southern River pursuant to section 126(3), of the Planning and Development Act 2005.*

The motion was put and carried

UNCONFIRMED

2. Deputations and presentations (Items 3.1 and 3.2)

2.8 Part 11B Development Application - Battery Energy Storage System, Lot 9000 (No. 572) and Lot 13 Paterson Road, Ravenswood - Determination (Item 3.1)

Commissioner Adair and Commissioner Haeren declared an Actual Impartiality Interest on this Item and left the meeting at 10:12 am.

Member Franklin declared an Indirect Pecuniary Interest on this Item and left the meeting at 10:12 am.

Presenter: Fraser Woodley - Tag Energy Australia

Fraser Woodley made a deputation to the Statutory Planning Committee regarding Item 3.1 - Part 11B Development Application - Battery Energy Storage System at Lot 9000 (No. 572) and Lot 13 Paterson Road, Ravenswood – Determination.

2.9 Part 11B Development Application - Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra - Determination (Item 3.2)

Presenters: Dane Gaunt - Rise Urban, Zach Croft and James McClements

Dane Gaunt made a deputation to the Statutory Planning Committee regarding Item 3.2 - Part 11B Development Application – Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue, and part of Lot 5001 Pinjarra Road, Pinjarra.

2.10 Part 11B Development Application - Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra - Determination (Item 3.2)

Presenters: Greg Delahunty, Martin Harrop and Phil Steven - Shire of Murray

Greg Delahunty and Alan Smith made a deputation to the Statutory Planning Committee regarding Item 3.2 - Part 11B Development Application – Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue, and part of Lot 5001 Pinjarra Road, Pinjarra.

2.11 Part 11B Development Application - Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra - Determination (Item 3.2)

Presenters: Kris Nolan and Cameron Liebgott - Urbis, Alica Jones and Tom Keen - Fabcot, Craig Wallace - Lavan, Greg Malempre - LocationIQ, Mason Harrison and Reyan Adine - Hames Sharley and Sam Laybutt - PTG Consulting

UNCONFIRMED

Kris Nolan, Cameron Liebgott, Alica Jones, Mason Harrison and Sam Laybutt made a deputation to the Statutory Planning Committee regarding Item 3.2 - Part 11B Development Application – Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue, and part of Lot 5001 Pinjarra Road, Pinjarra.

Commissioner Adair, Commissioner Haeren and Member Franklin returned to the meeting at 10:58 am.

The Chairperson declared an adjournment at 10:58 am.

The meeting resumed at 11:03 am, with all members present.

3. Non-confidential items for discussion, decision or noting

3.1 Part 11B Development Application - Battery Energy Storage System, Lot 9000 (No. 572) and Lot 13 Paterson Road, Ravenswood - Determination

During deliberations on the Item, members considered the following:

- Consideration of future road alignments of Old Mandurah Road and Paterson Road in the context of the development and site of the Battery Energy Storage System (BESS).
- The updated site plan confirming that the proposed development will not impact the proposed alignments.

Members discussed their reasons for supporting the proposal and outlined that the Shire of Murray's concerns have been either resolved or appropriately conditioned.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage for the reasons discussed and outlined in the report.

Moved by Commissioner Lakey
Seconded by Commissioner Adair

That the Statutory Planning Committee resolves:

A. to note this application is capable of being determined under the applicable planning instrument, being the Shire of Murray Local Planning Scheme No. 4, and it has been considered and determined accordingly; and

B. under s.171P(1) of the Planning and Development Act 2005 to approve development application reference SD-031-24 and accompanying plans date-stamped 9 October 2025 for the construction of a battery energy storage system and associated

UNCONFIRMED

ancillary works and infrastructure at Lot 9000 (572) and Lot 13 Paterson Road, Ravenswood, subject to the following:

Conditions

Approval Timeframe

1. *This decision constitutes development approval only and is valid for a period of 4 years from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.*

Conformity with Plans

2. *The development is to be undertaken in accordance with the approved plans (date-stamped 9 October 2025) attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Western Australian Planning Commission.*

3. *Prior to the commencement of development, final details of the approved development are to be submitted to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray, to include the following:*

   (a) The location, specifications, materials and finishes of the battery energy storage system;
   (b) The final location and finished floor levels of ancillary buildings and associated services, including sanitary facilities (if required);
   (c) The location of construction activities, including laydown, car parking and storage locations; and
   (d) The colours and finishes must be non-reflective and compatible with the surroundings to minimise the visual impacts of the development.

4.
   (a) Prior to the commencement of development, final plans and details are to be provided of the transmission connection corridor from the battery energy storage system to Western Power's Pinjarra Substation, to the satisfaction of the Western Australian Planning Commission, on advice from Western Power.
   (b) Prior to operation of the development, arrangements are to be made for the provision of any necessary electricity easements on the certificate/s of title for the battery energy storage system and the transmission connection corridor,

UNCONFIRMED

to the satisfaction of the Western Australian Planning Commission, on advice from Western Power.

5.

(a) Prior to the commencement of development, an updated Construction and Environmental Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray. The updated plan is to include:

(i) Surface Water Management
(ii) Vegetation Clearing and Ground Disturbance
(iii) Flora and Fauna Management
(iv) Weed and Pest Management
(v) Aboriginal Heritage Management
(vi) Air Quality and Dust Management
(vii) Acid Sulfate Soils Management
(viii) Noise and Vibration Management
(ix) Waste Management
(x) Hydrocarbon and Chemical Management
(xi) Fire Management
(xii) Demobilisation and Rehabilitation

(b) The approved Construction and Environmental Management Plan is to be implemented by the developers and/or operators of the development, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

Bushfire and Hazard Management

6.

(a) Prior to the commencement of development, an updated Bushfire Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Department of Fire and Emergency Services and the Shire of Murray. The updated Plan is to include:

(i) any updates required in relation to final development layout and final selection of battery models;
(ii) demonstrate how emergency response to external bushfire events will be coordinated, including for a remotely managed site;
(iii) confirm firewater tank access, volume sufficiency and refill logistics;
(iv) include contact details for any management staff in case of an emergency and addresses impact on local emergency services;

UNCONFIRMED

(v) final details of the Emergency Access Way, including evidence of landowner/s consent for ongoing use and maintenance of the Emergency Access Way; and
(vi) a Bushfire Emergency Plan.

(b) Prior to operation of the development, certification by an accredited bushfire consultant is to be provided certifying that all relevant provisions of the updated Bushfire Management Plan have been implemented in the completed development, to the satisfaction of the Western Australian Planning Commission.
(c) The approved Bushfire Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

7. Prior to operation of the development, the landowner/applicant is to register on the certificate(s) of title a notification, pursuant to Section 70A of the Transfer of Land Act 1893. The notification is to be included on the diagram or plan of survey (deposited plan) and registered at the landowner/applicant's expense, to the satisfaction of the Western Australian Planning Commission. The notification is to state as follows:

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land".

8.
(a) Prior to the commencement of development, an updated Fire, Hazard and Emergency Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Department of Fire and Emergency Services, the Department of Health, and the Shire of Murray. The updated Plan is to include:

(i) a final hazard assessment and corresponding hazard management, based on the final battery selection and finalised layout of the batteries and other infrastructure;
(ii) a Risk Management Plan, to address the requirements of the Victorian Country Fire Association's Design Guidelines and Model Requirements – Renewable Energy Facilities; and
(iii) an Emergency Management Plan, detailing appropriate response actions to address public health risks that may arise from an emergency at the BESS facility.

(b) The development is to be implemented in accordance with the approved revised Hazard Assessment; Fire, Hazard and Emergency Management Plan; and Bushfire

UNCONFIRMED

Management Plan to the satisfaction of the Western Australian Planning Commission on advice from the Department of Fire and Emergency Services, Department of Health and Shire of Murray.

Noise

9.

(a) Prior to the commencement of development, a final Noise Management Plan and associated construction plans and specifications, detailing effective management of noise emissions from the battery energy storage system, in accordance with the applicable provisions of the Environmental Protection (Noise) Regulations 1997, are to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) Within three months of commencement of operation of the facility, a Noise Assessment and Compliance Report, certified by a qualified acoustic consultant, is to be submitted to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray. The Report is to include:

(i) confirmation that all relevant provisions of the approved Noise Management Plan have been implemented in the construction of the development;

(ii) day and night-time noise assessment undertaken at the nearest residential dwelling/s; and

(iii) any remedial action/s to be undertaken to address any non-compliance with the approved Noise Management Plan and/or the Environmental Protection (Noise) Regulations 1997, and the date by which the action/s will be completed.

(c) The approved Noise Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

10.

(a) Prior to operation of the development, the proponent or operator of the development is to develop a system to record, manage and report on complaints, with details to be provided and approved by the Western Australian Planning Commission on advice from the Shire of Murray.

(b) The approved complaints system is to be implemented to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

UNCONFIRMED

Landscaping

11.

(a) Prior to the commencement of development, an updated Visual and Landscape Impact Assessment and Landscaping Strategy and Landscape Plan is to be submitted to the Western Australian Planning Commission for approval that includes:

(i) Detailed site analysis of all viewsheds within the visual catchment, including from the northern and southern approaches to the site along Paterson Road and from Corio Road and along the Paterson Road frontage to enhance the existing roadside vegetation adjacent to the development area and at each end of the development site at right angles to Paterson Road as determined by the detailed site analysis;

(ii) Details of all existing roadside vegetation adjacent to the development area to be retained, except for the trees approved for removal to accommodate the construction and safe operation of the proposed vehicle crossover;

(iii) Details of suitable landscaping treatments, including plant species, densities and sizes to provide effective year round screening of the development informed by the site analysis;

(iv) A landscaping strategy and associated plans prepared by a suitably qualified landscape architect;

(v) A maintenance and replacement strategy to ensure long term screening performance is achieved and maintained; and

(vi) The updated Landscaping Strategy and Final landscape plan should consider the recommendations contained in the approved Visual and Landscape Impact Assessment, address the interface with adjoining properties and include specifications of species used and details of reticulation.

(b) Prior to operation of the development, certification from a suitably qualified person that the recommendations of the Visual and Landscape Impact Assessment and the Landscaping Strategy and Landscape Plan have been implemented, is to be submitted to the satisfaction of the Western Australian Planning Commission.

12.

(a) Prior to commencement of development, a Tree Protection Plan establishing tree protection zones as per Australian Standard AS4970-2009 and detailing the protection and care of retained and relocated site and verge trees during construction, is to be submitted to and approved by the

UNCONFIRMED

Western Australian Planning Commission, on advice from the Shire of Murray.

(b) The approved Tree Protection Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.

13.

(a) Prior to the commencement of development, plans and details of the proposed fencing is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) Fencing is to be constructed in accordance with the approved plans and thereafter maintained in a good state of repair, to the satisfaction of the Western Australian Planning Commission.

Traffic and Access

14.

(a) Prior to the commencement of development, a Construction Traffic Management Plan is to be submitted and approved by the Western Australian Planning Commission, on advice from the Shire of Murray. The plan is to include:

(i) Expected construction traffic volumes and haulage routes, including Over Size Over Mass vehicle movements;

(ii) Traffic control measures, delivery scheduling and signage;

(iii) Pre and post construction road condition assessments of impacted Shire managed roads, including the Paterson Road access point and the Old Mandurah Road/Paterson Road intersection;

(iv) Measures for any changes to and the reinstatement or repair of any damage to local roads or assets caused by construction traffic.

(b) The approved Construction Traffic Management Plan is to be implemented and adhered to, at the applicant's cost and expense, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

15.

(a) Prior to the commencement of development, the applicant is to submit detailed construction plans for the upgrade of the intersection of the site access and Paterson Road to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray. The plans shall demonstrate the construction of the auxiliary turn lanes required to achieve the approved BAL (Basic

UNCONFIRMED

Auxiliary Left) and BAR (Basic Auxiliary Right) lane configurations to service the development.

(b) All intersection upgrade works are to be completed prior to operation of the development.

16. The parking bay/s, driveway/s and points of ingress and egress are be designed in accordance with the Australian Standard for Off Street Carparking (AS2890.1) unless otherwise specified by this approval. Such areas are to be constructed, drained, marked and thereafter maintained to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

Water Management

17.

(a) Prior to the commencement of development, a final Water Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray. The plan must address water and flood management issues associated with the development including the following:

(i) An Earthworks and Flood Management Strategy demonstrating how flood storage capacity will be maintained or improved, including measures to manage afflux and redirect floodwaters to avoid impacts on Paterson Road and adjoining land;

(ii) Detailed earthworks with modelled flood behaviour pre and post development and flood/stormwater calculations, and minimum finished floor levels and freeboard to buildings and electrical infrastructure, sufficient to prevent water from entering the buildings;

(iii) Site containment measures, including bunding or equivalent perimeter containment around the battery energy storage system and associated infrastructure, designed to prevent the offsite discharge of contaminated water, including firewater, during emergency events and capable of withstanding a 1-in-100-year flood event;

(iv) A Stormwater and Water Quality Management Strategy that incorporates bio-filtration systems or other Water Sensitive Urban Design solutions to manage water quality.

(b) The approved Water Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

UNCONFIRMED

Lighting

18.

(a) Prior to submission of the relevant building permit application, a Lighting Strategy detailing external illumination of the development in accordance with AS4282, AS1158.3.1, including consideration of the dark sky principles, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) Prior to operation of the development, the recommendations of the approved Lighting Strategy are to be implemented, to the satisfaction of the Western Australian Planning Commission.

Decommissioning

19.

(a) An updated Decommissioning and Rehabilitation Management Plan is to be prepared and approved six months prior to the discontinuation of the approved BESS facility, with rehabilitation actions monitored for a period of no less than 24 months, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) The approved Decommissioning and Rehabilitation Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

Advice

(a) This is a development approval only. The landowner/applicant is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or licence/permit requirements that may relate to the development. Contact the Shire of Murray for further advice on building, health, engineering and road reserve requirements.

(b) With regard to Condition 1, the term 'substantially commenced' has the meaning as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.

(c) With regard to Condition 3, a copy of the final working drawings prepared for the submission of an application for a building permit and all associated reports and information that address the conditions of approval are to be submitted to and cleared by the Western Australian Planning Commission (WAPC). The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the

UNCONFIRMED

WAPC, and any variations from the approved development plans are required to be clearly identified.

Following satisfactory assessment of the plans and documents, the WAPC will provide a clearance letter and copies of the document to the local government to assist with building permit assessment. Where works and/or building permit are proposed to be staged, the WAPC may agree to a staged clearance of working drawings and associated conditions of approval.

The final plans and documents submitted to the WAPC to satisfy the conditions if this approval will be verified by the Department of Planning, Lands and Heritage officers and any other local of State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the WAPC, via an Amendment Application process (Form 11B-2).

(d) With regard to Condition 6:

(i) the Bushfire Management Plan should include:

(a) landowner's consent for the emergency accessway should it cross the Water Corporation owned/managed land;
(b) final building classification and construction requirement for the Operations and Maintenance building; and
(c) updated and consistent maps, legends, and photographic titles.

(ii) the Bushfire Emergency Plan should be consistent with:

(a) Bushfire Emergency Plan Manual (WAPC, 2024); and
(b) Renewable Energy Facility Guidelines (CFA, 2023).

(e) With regard to Condition 8, the Fire, Hazard and Emergency Management Plan should include:

(i) Evacuation plans;
(ii) Communication protocols with DFES and local fire and emergency services;
(iii) Updated sections 6.4 to 6.8 to include the emergency response procedures that are listed as being provided post development approval;
(iv) Crisis communications strategy to inform the community of public health risks during an emergency; and
(v) *All other information listed in the initial plan as being provided post development approval.*

(f) With regard to Condition 11, the updated Visual Impact Assessment should consider the final building classification and finished floor levels of the Operations and Maintenance building.

UNCONFIRMED

(g) With regard to Conditions 14 and 15, the applicant is advised that all modifications to the road network will require a separate approval from the Shire of Murray as the road management authority. Compliance with the Shire of Murray approval is required in addition to any conditions of development approval, and all works must be carried out to the satisfaction of the Shire of Murray.

(h) With regard to Condition 17, the Water Management Plan should be consistent with:

(i) Draft State Planning Policy 2.9 Planning for Water (WAPC, 2021);
(ii) Planning for Water Guidelines (WAPC, 2021);
(iii) Stormwater Management Manual for Western Australia (DWER, 2022);
(iv) Decision Process for Stormwater Management in Western Australia (DWER, 2017); and
(v) Include all relevant provisions of the submitted Surface Water Assessment, with particular regard for the following included actions:

(a) In the event of an emergency fire/spill event a culvert gate valve is to isolate the site to mitigate the risk of contaminant release in subsequent rain.
(b) Provision for secondary containment storage within the premises drainage system to manage fire suppression runoff in the event of an emergency fire/spill scenario.
(c) Secondary containment is to be activated in emergency situations during wet weather by isolating the BESS area culvert outfall, to prolong the opportunity for clean-up, and mitigate the risk of contaminant release to downstream receiving waters.

(i) With regard to Condition 19, the following aspects of the Decommissioning and Rehabilitation Plan should be adhered to:

(i) The BESS operator(s) to engage with the landowner/s to determine the extent of rehabilitation works and objectives for the site;
(ii) At the time of decommissioning the BESS, all aboveground structures, and any concrete foundations and gravel pads should be removed and recycled, or properly disposed of; and
(iii) The BESS site should be graded and restored to pre-construction condition, and the site rehabilitated to its pre-existing land use as far as practicable.

(j) The Western Australian Planning Commission notes the proponent's commitment to establish the Paterson BESS Community Benefit Fund as a voluntary initiative to support local community initiatives. While not forming part of this approval, the

UNCONFIRMED

Western Australian Planning Commission encourages the proponent to work collaboratively with the Shire of Murray to formalise this commitment through a Memorandum of Understanding or similar agreement ensuring transparent governance and alignment with local community needs and priorities, consistent with the principles outlined in the PoweringWA Draft Guideline on Community Benefits from Renewable Energy Projects.

(k) Acid sulfate soils (ASS) risk mapping indicates that a portion of the site is located within an area identified as representing a high to moderate risk of ASS occurring within three metres of the natural soil surface. Refer to the Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works, which are available at: Acid sulfate soils publications.

(l) The Water Corporation advises that reticulated water is not available, connected or planned for in relation to the site. The applicant / BESS operator will need to supply any necessary water for construction, staff facilities, fire tanks, and/or operational purposes, at their own cost and expense.

(m) The Shire of Murray advises water supply and wastewater disposal is required to comply with the following:

(i) Wastewater disposal is required to comply with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974;
(ii) All drinking water provided on site, especially relating to a food premises or food production, must meet the health-related requirements the Australian Drinking Water Quality Guidelines 2011; and
(iii) Any non-drinking water (i.e., water that is not intended or suitable for drinking) must be managed to ensure it cannot be confused with or contaminate the drinking water supply. This requires satisfactory labelling of non-drinking water taps and, depending on system configuration and suitable backflow prevention arrangements in accordance with Australian/New Zealand Standards AS3500 – Plumbing and Drainage.

(n) Western Power advises that:

(i) The BESS proponent should formally progress the Western Power network connection arrangements with Western Power.
(ii) The proposed connection easement demarcated on the site plan is indicative only. Prior to commencement of works, the BESS proponent will need to ensure that a connection corridor from the development site to Western Power's Pinjarra

UNCONFIRMED

Substation has been agreed to by Western Power and the landowner of Lot 13.

(iii) The BESS proponent will need to demonstrate to Western Power's satisfaction that the proposed BESS facility and connection corridor will be appropriately protected from encroachments and potential land use conflicts from incompatible land uses/developments.

(iv) The BESS proponent will need to make arrangements for the provision of necessary electricity easements and/or encumbrances on title, as and where required, to the specifications of Western Power.

(v) No development (including drainage, fill, fencing, storage or parking) will be permitted within Western Power line and cable easements or restriction zones without the prior written approval of Western Power.

(o) The landowner/ applicant is advised to investigate whether or not approval is required pursuant to the Aboriginal Heritage Act 1972 prior to commencement of any activities or works on site. The landowner/applicant should conduct a search of the Register of Aboriginal Sites to determine if any aboriginal sites have been recorded in the vicinity of their application, and this heritage information should be submitted to the Department of Planning, Lands and Heritage (Indigenous Affairs) with a request for advice.

(p) The applicant is advised to liaise with the Shire of Murray regarding their commercial/ industrial crossover specifications and approval requirements.

(q) If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.

The motion was put and carried

3.2 Part 11B Development Application - Proposed Shopping Centre at 48 and 52 James Street, 4 Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra - Determination

Commissioner Adair and Commissioner Haeren declared an Actual Impartiality Interest on this Item and left the meeting at 11:106am.

Member Franklin declared an Indirect Pecuniary Interest on this Item and left the meeting at 11:06 am.

During deliberations on the Item, members considered the following:

- The design amendments including the building separation at the site frontage; installation of art canopy, seating areas, green pedestrian spine, and additional landscaping.

UNCONFIRMED

- The proposed conditions address community impacts by providing enhancements such as public art, building articulation, and suitable amenities for the mixed-use zone and expected activity changes.

- In relation to Condition 9, is the Department of Planning, Lands and Heritage (the Department) recommends a modification to specify hours for deliveries and waste collection.

- The concerns raised by the Shire of Murray regarding the residential interface along Carey Street and the rural zone residences and interface on James Street.

- The applicant request for an amendment to Condition 25(c) for road upgrades at the Pinjarra Road and Roe Avenue intersection, and Main Roads WA's advice that a roundabout be provided within the existing road reserve.

Members moved the recommendation of the Department of Planning, Lands and Heritage to open debate on the item.

REPORT RECOMMENDATION

Moved by Commissioner Lakey
Seconded by Member Harman

That the Statutory Planning Committee resolves:

A. to note this application is not capable of being determined under the applicable planning instrument, being the Shire of Murray Local Planning Scheme No. 4, and is seeking discretion under s.171R(1)(b) the Planning and Development Act 2005 and it has been considered and determined accordingly; and

B. under s.171P(1) of the Planning and Development Act 2005 to approve development application reference SD-006-24 and accompanying development plans date-stamped 19 September 2025 for a proposed shopping centre at Lots 112 and 113 (No. 48 and 52) James Street, Lot 502 (No. 4) Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra subject to the following:

Conditions

Approval Timeframe

1. *This decision constitutes development approval only and is valid for a period of 4 years from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.*

UNCONFIRMED

Conformity with Plans

2. *The development is to be undertaken in accordance with the approved plans (date stamped 19 September 2025) attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray, Public Transport Authority and Main Roads WA.*

3. *A copy of the final working drawings (prepared for submission of relevant building permit application(s)) and all associated plans, reports and information that addresses the conditions of approval are to be submitted to, and cleared by, the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified.*

Amalgamation

4. *Prior to occupation of the development, arrangements are to be made for the portions of Lots 112 and 113 (No. 48 and 52 James Street, Lot 502 (No. 4) Roe Avenue and part of Lot 5001 Pinjarra Road to be legally amalgamated on one Certificate of Title, or such other alternative, at the owner's expense, to the satisfaction of the Western Australian Planning Commission.*

Land Use

5. *This approval is for the following land uses as defined under the Shire of Murray Local Planning Scheme No.4 and depicted on the approved development plans (date-stamped 19 September 2025):*

   (a) Shop;
   (b) Restaurant/café; and
   (c) Office.

Amenity

6.
   (a) Prior to submission of the relevant building permit application, the landowner/applicant is to submit a Lighting Strategy, demonstrating that lighting is to be provided in accordance with AS4282, AS1158.3.1, for approval by the Western Australian Planning Commission, on advice from the Shire of Murray.

UNCONFIRMED

(b) Prior to occupation of the development, the landowner/applicant is to provide certification from a suitably qualified person demonstrating the lighting has been installed in accordance with the approved strategy, to the satisfaction of the Western Australian Planning Commission.

(c) The approved lighting plan is to be implemented and adhered to unless otherwise approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

7.

(a) Prior to submission of the relevant building permit application, the Acoustic Report (dated July 2025, Rev 2) is to be modified to reflect the approved development plans.

(b) The final Acoustic Report is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

(c) Prior to occupation of the development, certification is to be provided from a qualified acoustic consultant confirming that the recommendations of the approved Acoustic Report have been implemented in the completed development, to the satisfaction of the Western Australian Planning Commission.

8. Prior to submission of the relevant building permit application, details of any proposed air conditioning condensers, external building plant, piping, ducting, transformers and fire control rooms being integrated into the design of the buildings and located or screened to minimise any visual and noise impact on nearby residents and the public realm, being submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.

9.

(a) Prior to submission of the relevant building permit application, an Operational Noise Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray. The Plan shall address, but is not limited to, the following:

(i) hours of operation;

(ii) noise and operational management measures to manage potential impacts on local amenity;

(iii) management of goods, deliveries, waste storage and collection; and

(iv) management of noise associated with mechanical plant on the roof.

UNCONFIRMED

(b) The approved Operational Noise Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Construction

10.

(a) Prior to the submission of the relevant building permit application, a Construction Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray, Main Roads WA and the Public Transport Authority. The Plan is to address the following, but not limited to:

(i) hours of construction;
(ii) temporary fencing, hoardings, gantries and signage;
(iii) site access and egress;
(iv) construction traffic management;
(v) pedestrian and cyclist management and any footpath obstructions;
(vi) parking arrangements for staff and contractors;
(vii) deliveries and storage of construction materials and machinery;
(viii) management of vibration, dust and erosion;
(ix) management of any site dewatering or stormwater discharge;
(x) management of construction noise and any other site generated noise;
(xi) construction waste management, recycling, and removal;
(xii) protection of street trees and public realm infrastructure;
(xiii) public communication and complaint handling procedures; and
(xiv) potential disruption to bus services or bus stops and mitigation measures.

(b) The approved Construction Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Water Management

11. Prior to submission of the relevant building permit application, a Stormwater Management Plan detailing stormwater management is to be prepared in accordance with the decision process for stormwater management in WA (DWER 2017) and the Stormwater Management Manual for Western Australia (DoW 2004–2007), submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

UNCONFIRMED

12. The approved Stormwater Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Landscaping

13.

(a) Prior to submission of the relevant building permit application final landscape plans(s), including hard and soft landscaping specification and reticulation details aligned with the Landscape Concept Plan (dated September 2025) and the final Bushfire Attack Level Assessment, are to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray and Main Roads WA.

(b) Prior to occupation of the development, written confirmation from a suitably qualified professional is to be provided confirming that all landscaping and reticulation has been completed in accordance with the final approved landscape plan(s).

(c) Landscaping and reticulation is to be implemented in accordance with the approved Landscaping Plan and thereafter maintained, to the satisfaction of the Western Australian Planning Commission.

14.

(a) Prior to submission of the relevant building permit application, a Tree Protection Plan establishing tree protection zones as per Australian Standard AS4970-2009 and detailing the protection and care of retained site and verge trees during construction, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) The approved Tree Protection Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

Bushfire

15. Prior to submission of the relevant building permit application, an updated Bushfire Attack Level Assessment is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Department of Fire and Emergency Services. The updated assessment is to include:

(i) Revision / confirmation of vegetation classification within the Murray River foreshore;

(ii) Further details and evidence to support excluded or low threat managed vegetation; and

UNCONFIRMED

(iii) Corresponding details of the final Landscape Plans and ongoing landscape maintenance, detailing management of the identified low-threat areas.

Public Art

16.

(a) Prior to submission of the relevant building permit application, a public art concept for the development to the value of 1.0% of the construction value is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) Prior to occupation of the development, the approved public art strategy is to be implemented by the developer and maintained thereafter by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

Materials and Finishes

17. The development is to be constructed with high quality and durable external materials and finishes, consistent with the approved development plans, including elevations and perspectives (19 September 2025) (other than as amended by conditions of approval), to the satisfaction of the Western Australian Planning Commission.

18. Prior to submission of the relevant building permit application, the applicant is to submit final details of the materials, colours and finishes of the exterior of the building(s), to the satisfaction of the Western Australian Planning Commission.

19. Prior to occupation of the development, a non-sacrificial anti-graffiti coating is to be applied to the external surfaces of the development, and thereafter maintained, to the satisfaction of the Western Australian Planning Commission.

20. Prior to occupation of the development, all glazing to the tenancies fronting Pinjarra Road are to be glazed to a minimum of 50% of the frontage below the verandah/awning line, and shall be kept free of alternative window treatments or signage, to the satisfaction of the Western Australian Planning Commission.

Operational Management

21.

(a) Prior to occupation of the development, a Shopping Trolley Management Plan is to be submitted to, and approved by,

UNCONFIRMED

the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) The approved Shopping Trolley Management Plan is to be implemented and adhered to by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

22.

(a) Prior to submission of the relevant building permit application, the Waste Management Plan (dated 28 March 2025) is to be updated to reflect the final development plans, and submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) The approved Waste Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Sustainability

23.

(a) Prior to the submission of the relevant building permit application, written confirmation is to be provided from a suitably qualified professional confirming the sustainability measures contained within the Sustainability Report (dated 28 March 2025) have been incorporated in the final drawings and documents, to the satisfaction of the Western Australian Planning Commission.

(b) Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the sustainability measures identified within the approved Sustainability Report have been implemented to the satisfaction of the Western Australian Planning Commission.

Signage

24.

(a) Prior to the submission of the relevant building permit application, a Signage Strategy is to be submitted to and approved by the Western Australian Planning Commission, on the advice of the Shire of Murray. The strategy is to include, but not limited to, details of the following:

(i) the location, size and format of any signage to the building exterior;

(ii) signage to promote and guide wayfinding; and

(iii) the height of the sign annotated as 01 to be reduced to 6 metres.

UNCONFIRMED

(b) The approved Signage Strategy is to be implemented and adhered to by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

Transport, Access & Parking

25.

(a) Prior to commencement of development, an updated Transport Impact Assessment and associated SIDRA files are to be submitted to and approved by the Western Australian Planning Commission, on advice from Main Roads WA and the Shire of Murray. The updated TIA is to include, but not limited to:

(i) Updated gap acceptance methodology to reflect the current development context;
(ii) Amended swept path analysis, to comply with Main Roads Supplement to Austroads Guide to Road Design and demonstrating that service and delivery vehicles can safely access the site and surrounding road network;
(iii) Details of safe and efficient access to the development from the Pinjarra Road entry, including demonstrating that vehicles stacking will not occur on Pinjarra Road and that the vehicles entering the development will not conflict with vehicles accessing the service station.
(iv) Detail the necessary road upgrades to mitigate the impact of the development related traffic on the road network and to facilitate safe and efficient public access to the development, including detailed design plans for road upgrade treatments for the Pinjarra Road / Roe Avenue Intersection.
(v) Details of the required vehicle sightlines associated with the 'Direct to Boot' Access 3 and for pedestrian crossing for Access 1 on Pinjarra Road.

(b) Prior to the commencement of development, detailed design plans (15% design) for the road upgrades to Pinjarra Road and the Pinjarra Road / Roe Avenue Intersection, corresponding to the updated and approved Transport Impact Assessment are to be submitted to, and approved by, the Western Australian Planning Commission, on advice from Main Roads WA.
(c) Prior to occupation of the development, suitable arrangements are to be made for the implementation of the approved detailed design plans for the road upgrades to Pinjarra Road and the Pinjarra Road / Roe Avenue Intersection, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads WA.

UNCONFIRMED

26.

(a) Prior to commencement of development, detailed design plans (15% design) for road upgrades to Roe Avenue and James Street to support the proposed development in accordance with the approved development plans, are to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) Prior to occupation of the development, suitable arrangements are to be made for the implementation of the approved detailed design plans for the road upgrades to Roe Avenue and James Street, at the landowner/developers cost and expense, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

27. Prior to occupation of the development, arrangements are to be made for the provision of public transport bus stops within close proximity to the site, to the satisfaction of the Western Australian Planning Commission, on advice from the Public Transport Authority, Main Roads WA and the Shire of Murray.

28.

(a) Prior to occupation of the development, certification is required that all car parking spaces, access aisles, loading bays and bicycle parking spaces have been designed, constructed and marked in accordance with the approved plan and in accordance with the applicable Australian Standard, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) All car parking spaces, access aisles, loading bays and bicycle parking spaces are to be maintained to the satisfaction of the Western Australian Planning Commission.

Advice

(a) This is a development approval only. The landowner/applicant is advised that it is their responsibility to ensure the proposed development complies with all other applicable legislation, local laws and/or license/permit requirements that may relate to the development. Contact the Shire of Murray for further advice on building, health, engineering and road reserve requirements.

(b) With regard to Condition 1, the term 'substantially commenced' has the meaning as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.

(c) With regard to Conditions 2 and 3 the final working drawings are to comply with all of the relevant conditions of development

UNCONFIRMED

approval, as confirmed by the Western Australian Planning Commission (WAPC), and any variations from the approved plans are required to be clearly identified.

Once the WAPC is satisfied that the working drawings are consistent with the approved development plans and any reports and information submitted have adequately addressed the conditions of approval, the WAPC will provide a clearance letter and copies of the working drawings to the landowner/applicant to assist with the issuing of a building permit.

Where works and/or building permits are proposed to be staged, the WAPC may agree to a staged clearance of working drawings and associated conditions of approval. In such cases a Conditions Staging Matrix will need to be completed and submitted for the WAPC approval. Interim documentation may be acceptable for the clearance of some conditions for the initial stages of the development, in accordance with an approved Conditions Staging Matrix. In an instance where interim documents or plans are accepted by the WAPC, the documentation is required to identify the time or stage for the delivery of the final documents and/or plans.

The final plans and documents submitted to the WAPC to satisfy the conditions of this approval will be verified by Department of Planning, Lands and Heritage officers and any other local or State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the Commission, via an Amendment Application process (Form 11B-2).

Where works and/or building permits are proposed to be staged, the Commission may agree to a staged/phased clearance of working drawings and associated conditions of approval. In such cases a Conditions Staging Matrix will need to be completed and submitted for the Commission's approval.

(d) With regard to Condition 6, the Lighting Plan and subsequent installed lighting should demonstrate that any light spill to adjoining properties is minimised to acceptable levels and is in compliance with AS4282:1997.

(e) With regard to Condition 10, the Public Transport Authority and Transperth require a minimum notice period of 10 business days prior to any proposed road closure that may affect bus services. Notification can be provided emailing transperth.servicedisruptions@pta.wa.gov.au

(f) With regard to Condition 17, the use of authentic, durable and low-maintenance materials is recommended that are appropriate

UNCONFIRMED

to the regional context and contribute to a strong, enduring sense of place.

(g) With regard to Condition 22, the updated Waste Management Plan is to include details on hours of waste collection, design details of the bin store and new loading bay off Pinjarra Road. The updated Waste Management Plan must align with the approved traffic impact assessment and noise management plans for the site.

(h) With regard to Conditions 25 and 26, the detailed road works plans should address:
- *relevant Austroads standards;*
- *relevant Main Roads WA policies and design standards;*
- *relevant Shire of Murray policies and design standards;*
- *truncations/ceding of land to the road reservation, if necessary;*
- *include any associated necessary kerbing, drainage, stormwater management, landscaping, footpath, infrastructure and street light upgrades;*
- *upgrades to Roe Avenue to be of a main street standard that includes dual use paths, drainage infrastructure and street trees; and*
- *upgrades to James Street to include details of road widening and traffic calming device.*

(i) Any works proposed within the road reserves will require the prior approval from the landowner (Main Roads WA / Shire of Murray) and will need to be undertaken in accordance with Main Road's / the Shire of Murray's specifications and to their satisfaction. Any such application should include a detailed infrastructure plan.

(j) Main Roads WA advises:

(i) Approval for signage, pavement marking, and civil modifications is required under the Road Traffic Code 2000.
(ii) Approval for advertising signs visible from roads under Main Roads care and control is required under Main Roads (Control of Advertisements) Regulations 1996.
(iii) Approval for works on Main Roads' road network is required under the Main Roads Act 1930.

(k) The Water Corporation advises formal building approval will be required for the development from the Water Corporation. An application can be submitted via the Water Corporation online portal BuilderNet.

(l) The Department of Fire and Emergency Services advises development plans are to be submitted to the Built Environment Branch for assessment and approval in accordance with Regulation 18B of the Building Regulations 2012.The

UNCONFIRMED

development will need to demonstrate how fire hydrant hose coverage will be achievable from street verge hydrants.

(m) The Department of Water and Environmental Regulation advises:

(i) A vegetation clearing permit may be required if the vegetation on site is riparian. Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless:

- *it is undertaken under the authority of a clearing permit;*
- *it is done after the person has received notice under Section 51DA (5) that a clearing permit is not required; or*
- *the clearing is subject to an exemption.*

(ii) Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004. Information on how to apply for a clearing permit is available from: www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permits.

(iii) The proposed development area is located within the Murray Groundwater Area (Coolup sub area)which is proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction would be subject to licensing by the Department of Water and Environmental Regulation (DWER).Please contact the DWER water licensing section on 9550 4222 for further advice on water availability.

(iv) Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to high risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of any ground and/or groundwater disturbing works. http://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoils-guidelines.

(n) Western Power advises a load connection request / application for electricity transmission services for the development will be required.

(o) If the landowner/applicant is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.

UNCONFIRMED

AMENDING MOTION

Members moved a motion to include a new Condition 9 (a)(ii) in relation to the hours of deliveries and waste management as discussed.

Moved by Member Harman
Seconded by Member Knight

9.

(a) Prior to submission of the relevant building permit application, an Operational Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray. The Plan shall address, but is not limited to, the following:

(i) hours of operation;
(ii) hours of deliveries and waste collection
(iii) noise and operational management measures to manage potential impacts on local amenity;
(iv) management of goods, deliveries, waste storage and collection; and
(v) management of noise associated with mechanical plant on the roof.

The motion was put and carried

Members discussed their reasons for supporting the proposal and outlined the following:

- The comprehensive nature of the report and the detailed consideration of issues.
- The project is expected to bring much needed amenity to the community, as evidenced by strong community engagement and support.
- The location is considered suitable, being close to the town centre and on a main connector road.
- The proposal will be delivered in one stage, addressing immediate community needs.
- Community consultation undertaken by the applicant was thorough and positive.
- The applicant has made significant efforts in land assembly.
- The improvements made through the State Design Review Panel (SDRP) process, particularly addressing residential interfaces, though not all SDRP requests were met.

UNCONFIRMED

- The importance of Condition 25C for the Roe Avenue and Pinjarra Road roundabout upgrade as essential to support the development.

- The site's location on the fringe of a secondary centre and the positive treatment of the Pinjarra Road frontage with a single-storey streetscape.

- On balance, considered the proposal as acceptable with the recommended conditions.

Members speaking against the proposal raised concerns and outlined the following:

- Concerns over rationale for exercise of extraordinary discretion under section 171R of the Act.

- That a large format supermarket on the north-west fringe of the town centre partly within in a residential zone could undermine the existing town centre.

- The rationale for the development does not outweigh negative impacts on neighbouring properties, particularly those adjacent to the loading bay.

- Vegetation and screening not considered sufficient to address amenity impacts.

- Traffic impacts and required intersection upgrades remain unresolved; and that these should be addressed prior to approval.

Members agreed to endorse the recommendation of the Department of Planning, Lands and Heritage with the abovementioned amendment for the reasons discussed and outlined in the report.

SUBSTANTIVE RESOLUTION

Dissent: Member Moore

That the Statutory Planning Committee resolves:

A. *to note this application is not capable of being determined under the applicable planning instrument, being the Shire of Murray Local Planning Scheme No. 4, and is seeking discretion under s.171R(1)(b) the Planning and Development Act 2005 and it has been considered and determined accordingly; and*

B. *under s.171P(1) of the Planning and Development Act 2005 to approve development application reference SD-006-24 and accompanying development plans date-stamped 19 September*

UNCONFIRMED

2025 for a proposed shopping centre at Lots 112 and 113 (No. 48 and 52) James Street, Lot 502 (No. 4) Roe Avenue and part of Lot 5001 Pinjarra Road, Pinjarra subject to the following:

Conditions

Approval Timeframe

1. *This decision constitutes development approval only and is valid for a period of 4 years from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.*

Conformity with Plans

2. *The development is to be undertaken in accordance with the approved plans (date stamped 19 September 2025) attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray, Public Transport Authority and Main Roads WA.*

3. *A copy of the final working drawings (prepared for submission of relevant building permit application(s)) and all associated plans, reports and information that addresses the conditions of approval are to be submitted to, and cleared by, the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified.*

Amalgamation

4. *Prior to occupation of the development, arrangements are to be made for the portions of Lots 112 and 113 (No. 48 and 52 James Street, Lot 502 (No. 4) Roe Avenue and part of Lot 5001 Pinjarra Road to be legally amalgamated on one Certificate of Title, or such other alternative, at the owner's expense, to the satisfaction of the Western Australian Planning Commission.*

Land Use

5. *This approval is for the following land uses as defined under the Shire of Murray Local Planning Scheme No.4 and depicted on the approved development plans (date-stamped 19 September 2025):*

UNCONFIRMED

(a) Shop;
(b) Restaurant/café; and
(c) Office.

Amenity

6.
(a) Prior to submission of the relevant building permit application, the landowner/applicant is to submit a Lighting Strategy, demonstrating that lighting is to be provided in accordance with AS4282, AS1158.3.1, for approval by the Western Australian Planning Commission, on advice from the Shire of Murray.
(b) Prior to occupation of the development, the landowner/applicant is to provide certification from a suitably qualified person demonstrating the lighting has been installed in accordance with the approved strategy, to the satisfaction of the Western Australian Planning Commission.
(c) The approved lighting plan is to be implemented and adhered to unless otherwise approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

7.
(a) Prior to submission of the relevant building permit application, the Acoustic Report (dated July 2025, Rev 2) is to be modified to reflect the approved development plans.
(b) The final Acoustic Report is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.
(c) Prior to occupation of the development, certification is to be provided from a qualified acoustic consultant confirming that the recommendations of the approved Acoustic Report have been implemented in the completed development, to the satisfaction of the Western Australian Planning Commission.

8. Prior to submission of the relevant building permit application, details of any proposed air conditioning condensers, external building plant, piping, ducting, transformers and fire control rooms being integrated into the design of the buildings and located or screened to minimise any visual and noise impact on nearby residents and the public realm, being submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.

9.
(a) Prior to submission of the relevant building permit application, an Operational Noise Management Plan is to be submitted to, and approved by, the Western Australian

UNCONFIRMED

Planning Commission, on advice from the Shire of Murray. The Plan shall address, but is not limited to, the following:

(i) hours of operation;
(ii) hours of deliveries and waste collection;
(iii) noise and operational management measures to manage potential impacts on local amenity;
(iv) management of goods, deliveries, waste storage and collection; and
(v) management of noise associated with mechanical plant on the roof.

(b) The approved Operational Noise Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Construction

10.

(a) Prior to the submission of the relevant building permit application, a Construction Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray, Main Roads WA and the Public Transport Authority. The Plan is to address the following, but not limited to:

(i) hours of construction;
(ii) temporary fencing, hoardings, gantries and signage;
(iii) site access and egress;
(iv) construction traffic management;
(v) pedestrian and cyclist management and any footpath obstructions;
(vi) parking arrangements for staff and contractors;
(vii) deliveries and storage of construction materials and machinery;
(viii) management of vibration, dust and erosion;
(ix) management of any site dewatering or stormwater discharge;
(x) management of construction noise and any other site generated noise;
(xi) construction waste management, recycling, and removal;
(xii) protection of street trees and public realm infrastructure;
(xiii) public communication and complaint handling procedures; and
(xiv) potential disruption to bus services or bus stops and mitigation measures.

(b) The approved Construction Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

UNCONFIRMED

Water Management

11. *Prior to submission of the relevant building permit application, a Stormwater Management Plan detailing stormwater management is to be prepared in accordance with the decision process for stormwater management in WA (DWER 2017) and the Stormwater Management Manual for Western Australia (DoW 2004–2007), submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.*

12. *The approved Stormwater Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.*

Landscaping

13.
    (a) *Prior to submission of the relevant building permit application final landscape plans(s), including hard and soft landscaping specification and reticulation details aligned with the Landscape Concept Plan (dated September 2025) and the final Bushfire Attack Level Assessment, are to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray and Main Roads WA.*
    (b) *Prior to occupation of the development, written confirmation from a suitably qualified professional is to be provided confirming that all landscaping and reticulation has been completed in accordance with the final approved landscape plan(s).*
    (c) *Landscaping and reticulation is to be implemented in accordance with the approved Landscaping Plan and thereafter maintained, to the satisfaction of the Western Australian Planning Commission.*

14.
    (a) *Prior to submission of the relevant building permit application, a Tree Protection Plan establishing tree protection zones as per Australian Standard AS4970-2009 and detailing the protection and care of retained site and verge trees during construction, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.*
    (b) *The approved Tree Protection Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.*

UNCONFIRMED

Bushfire

15. *Prior to submission of the relevant building permit application, an updated Bushfire Attack Level Assessment is to be submitted to and approved by the Western Australian Planning Commission, on advice from the Department of Fire and Emergency Services. The updated assessment is to include:*

    (i) Revision / confirmation of vegetation classification within the Murray River foreshore;
    (ii) Further details and evidence to support excluded or low threat managed vegetation; and
    (iii) Corresponding details of the final Landscape Plans and ongoing landscape maintenance, detailing management of the identified low-threat areas.

Public Art

16.
    (a) Prior to submission of the relevant building permit application, a public art concept for the development to the value of 1.0% of the construction value is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.
    (b) Prior to occupation of the development, the approved public art strategy is to be implemented by the developer and maintained thereafter by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

Materials and Finishes

17. *The development is to be constructed with high quality and durable external materials and finishes, consistent with the approved development plans, including elevations and perspectives (19 September 2025) (other than as amended by conditions of approval), to the satisfaction of the Western Australian Planning Commission.*

18. *Prior to submission of the relevant building permit application, the applicant is to submit final details of the materials, colours and finishes of the exterior of the building(s), to the satisfaction of the Western Australian Planning Commission.*

19. *Prior to occupation of the development, a non-sacrificial anti-graffiti coating is to be applied to the external surfaces of the development, and thereafter maintained, to the satisfaction of the Western Australian Planning Commission.*

UNCONFIRMED

20. Prior to occupation of the development, all glazing to the tenancies fronting Pinjarra Road are to be glazed to a minimum of 50% of the frontage below the verandah/awning line, and shall be kept free of alternative window treatments or signage, to the satisfaction of the Western Australian Planning Commission.

Operational Management

21.

(a) Prior to occupation of the development, a Shopping Trolley Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) The approved Shopping Trolley Management Plan is to be implemented and adhered to by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

22.

(a) Prior to submission of the relevant building permit application, the Waste Management Plan (dated 28 March 2025) is to be updated to reflect the final development plans, and submitted to, and approved by, the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) The approved Waste Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.

Sustainability

23.

(a) Prior to the submission of the relevant building permit application, written confirmation is to be provided from a suitably qualified professional confirming the sustainability measures contained within the Sustainability Report (dated 28 March 2025) have been incorporated in the final drawings and documents, to the satisfaction of the Western Australian Planning Commission.

(b) Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the sustainability measures identified within the approved Sustainability Report have been implemented to the satisfaction of the Western Australian Planning Commission.

UNCONFIRMED

Signage

24.

(a) Prior to the submission of the relevant building permit application, a Signage Strategy is to be submitted to and approved by the Western Australian Planning Commission, on the advice of the Shire of Murray. The strategy is to include, but not limited to, details of the following:

(i) the location, size and format of any signage to the building exterior;
(ii) signage to promote and guide wayfinding; and
(iii) the height of the sign annotated as 01 to be reduced to 6 metres.

(b) The approved Signage Strategy is to be implemented and adhered to by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.

Transport, Access & Parking

25.

(a) Prior to commencement of development, an updated Transport Impact Assessment and associated SIDRA files are to be submitted to and approved by the Western Australian Planning Commission, on advice from Main Roads WA and the Shire of Murray. The updated TIA is to include, but not limited to:

(i) Updated gap acceptance methodology to reflect the current development context;
(ii) Amended swept path analysis, to comply with Main Roads Supplement to Austroads Guide to Road Design and demonstrating that service and delivery vehicles can safely access the site and surrounding road network;
(iii) Details of safe and efficient access to the development from the Pinjarra Road entry, including demonstrating that vehicles stacking will not occur on Pinjarra Road and that the vehicles entering the development will not conflict with vehicles accessing the service station.
(iv) Detail the necessary road upgrades to mitigate the impact of the development related traffic on the road network and to facilitate safe and efficient public access to the development, including detailed design plans for road upgrade treatments for the Pinjarra Road / Roe Avenue Intersection.
(v) Details of the required vehicle sightlines associated with the 'Direct to Boot' Access 3 and for pedestrian crossing for Access 1 on Pinjarra Road.

UNCONFIRMED

(b) Prior to the commencement of development, detailed design plans (15% design) for the road upgrades to Pinjarra Road and the Pinjarra Road / Roe Avenue Intersection, corresponding to the updated and approved Transport Impact Assessment are to be submitted to, and approved by, the Western Australian Planning Commission, on advice from Main Roads WA.

(c) Prior to occupation of the development, suitable arrangements are to be made for the implementation of the approved detailed design plans for the road upgrades to Pinjarra Road and the Pinjarra Road / Roe Avenue Intersection, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads WA.

26.

(a) Prior to commencement of development, detailed design plans (15% design) for road upgrades to Roe Avenue and James Street to support the proposed development in accordance with the approved development plans, are to be submitted to and approved by the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) Prior to occupation of the development, suitable arrangements are to be made for the implementation of the approved detailed design plans for the road upgrades to Roe Avenue and James Street, at the landowner/developers cost and expense, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

27. Prior to occupation of the development, arrangements are to be made for the provision of public transport bus stops within close proximity to the site, to the satisfaction of the Western Australian Planning Commission, on advice from the Public Transport Authority, Main Roads WA and the Shire of Murray.

28.

(a) Prior to occupation of the development, certification is required that all car parking spaces, access aisles, loading bays and bicycle parking spaces have been designed, constructed and marked in accordance with the approved plan and in accordance with the applicable Australian Standard, to the satisfaction of the Western Australian Planning Commission, on advice from the Shire of Murray.

(b) All car parking spaces, access aisles, loading bays and bicycle parking spaces are to be maintained to the satisfaction of the Western Australian Planning Commission.

UNCONFIRMED

Advice

(a) This is a development approval only. The landowner/applicant is advised that it is their responsibility to ensure the proposed development complies with all other applicable legislation, local laws and/or license/permit requirements that may relate to the development. Contact the Shire of Murray for further advice on building, health, engineering and road reserve requirements.

(b) With regard to Condition 1, the term 'substantially commenced' has the meaning as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.

(c) With regard to Conditions 2 and 3 the final working drawings are to comply with all of the relevant conditions of development approval, as confirmed by the Western Australian Planning Commission (WAPC), and any variations from the approved plans are required to be clearly identified.

Once the WAPC is satisfied that the working drawings are consistent with the approved development plans and any reports and information submitted have adequately addressed the conditions of approval, the WAPC will provide a clearance letter and copies of the working drawings to the landowner/applicant to assist with the issuing of a building permit.

Where works and/or building permits are proposed to be staged, the WAPC may agree to a staged clearance of working drawings and associated conditions of approval. In such cases a Conditions Staging Matrix will need to be completed and submitted for the WAPC approval. Interim documentation may be acceptable for the clearance of some conditions for the initial stages of the development, in accordance with an approved Conditions Staging Matrix. In an instance where interim documents or plans are accepted by the WAPC, the documentation is required to identify the time or stage for the delivery of the final documents and/or plans.

The final plans and documents submitted to the WAPC to satisfy the conditions of this approval will be verified by Department of Planning, Lands and Heritage officers and any other local or State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the Commission, via an Amendment Application process (Form 11B-2).

Where works and/or building permits are proposed to be staged, the Commission may agree to a staged/phased clearance of working drawings and associated conditions of approval. In such

UNCONFIRMED

cases a Conditions Staging Matrix will need to be completed and submitted for the Commission's approval.

(d) With regard to Condition 6, the Lighting Plan and subsequent installed lighting should demonstrate that any light spill to adjoining properties is minimised to acceptable levels and is in compliance with AS4282:1997.

(e) With regard to Condition 10, the Public Transport Authority and Transperth require a minimum notice period of 10 business days prior to any proposed road closure that may affect bus services. Notification can be provided emailing transperth.servicedisruptions@pta.wa.gov.au

(f) With regard to Condition 17, the use of authentic, durable and low-maintenance materials is recommended that are appropriate to the regional context and contribute to a strong, enduring sense of place.

(g) With regard to Condition 22, the updated Waste Management Plan is to include details on hours of waste collection, design details of the bin store and new loading bay off Pinjarra Road. The updated Waste Management Plan must align with the approved traffic impact assessment and noise management plans for the site.

(h) With regard to Conditions 25 and 26, the detailed road works plans should address:

- *relevant Austroads standards;*
- *relevant Main Roads WA policies and design standards;*
- *relevant Shire of Murray policies and design standards;*
- *truncations/ceding of land to the road reservation, if necessary;*
- *include any associated necessary kerbing, drainage, stormwater management, landscaping, footpath, infrastructure and street light upgrades;*
- *upgrades to Roe Avenue to be of a main street standard that includes dual use paths, drainage infrastructure and street trees; and*
- *upgrades to James Street to include details of road widening and traffic calming device.*

(i) Any works proposed within the road reserves will require the prior approval from the landowner (Main Roads WA / Shire of Murray) and will need to be undertaken in accordance with Main Road's / the Shire of Murray's specifications and to their satisfaction. Any such application should include a detailed infrastructure plan.

(j) Main Roads WA advises:

UNCONFIRMED

(i) Approval for signage, pavement marking, and civil modifications is required under the Road Traffic Code 2000.
(ii) Approval for advertising signs visible from roads under Main Roads care and control is required under Main Roads (Control of Advertisements) Regulations 1996.
(iii) Approval for works on Main Roads' road network is required under the Main Roads Act 1930.

(k) The Water Corporation advises formal building approval will be required for the development from the Water Corporation. An application can be submitted via the Water Corporation online portal BuilderNet.

(l) The Department of Fire and Emergency Services advises development plans are to be submitted to the Built Environment Branch for assessment and approval in accordance with Regulation 18B of the Building Regulations 2012.The development will need to demonstrate how fire hydrant hose coverage will be achievable from street verge hydrants.

(n) The Department of Water and Environmental Regulation advises:

(i) A vegetation clearing permit may be required if the vegetation on site is riparian. Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless:

- *it is undertaken under the authority of a clearing permit;*
- *it is done after the person has received notice under Section 51DA (5) that a clearing permit is not required; or*
- *the clearing is subject to an exemption.*

(ii) Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004. Information on how to apply for a clearing permit is available from: www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permits.
(iii) The proposed development area is located within the Murray Groundwater Area (Coolup sub area)which is proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction would be subject to licensing by the Department of Water and Environmental Regulation (DWER).Please contact the DWER water licensing section on 9550 4222 for further advice on water availability.
(iv) Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to high risk of ASS occurring within 3 metres of the natural soil

UNCONFIRMED

surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of any ground and/or groundwater disturbing works. http://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoils-guidelines.

(n) Western Power advises a load connection request / application for electricity transmission services for the development will be required.

(o) If the landowner/applicant is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.

The motion was put and carried

Commissioner Adair, Commissioner Haeren and Member Franklin returned to the meeting at 11:22 am.

The Chairperson declared an adjournment at 11:22 am.

The meeting resumed at 11: 35 am, with all members present.

4. Confidential items for discussion, decision or noting

Moved by Member Knight
Seconded by Member Franklin

The Statutory Planning Committee move to the consideration of confidential items for discussion, decision or noting and resolve, pursuant to Regulation 27 of the Planning and Development (Western Australian Planning Commission) Regulations 2024, that the meeting be closed to members of the public.

The motion was put and carried

4.1 Ocean Reef Marina Improvement Scheme No. 1, Amendment No. 1 (Standard) - Approval to advertise (RLS/0815)

THIS ITEM IS CONFIDENTIAL

PROCEDURAL MOTION

Moved by Member Franklin
Seconded by Member Knight

The Statutory Planning Committee move to resume non-confidential items for discussion, decision or noting and resolves, pursuant to Regulation 26 of the Planning and Development (Western Australian Planning Commission) Regulations 2024, that the meeting be re-opened to members of the public.

UNCONFIRMED

2. Deputations and presentations (Item 3.3)

2.12 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Presenter: Raul Grover – Resident

Raoul Grover made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.13 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Presenter: Heidi Hardisty - Urban Bushland Council WA Inc

Heidi Hardisty made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.14 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Presenters: Guy Austin-Crowe - Chairperson, Friends of Yellagonga Regional Park

Guy Austin-Crowe made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.16 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Presenter: Suzanne Apps - Stop Traffic Chaos on Woodvale Drive Resident Group

Suzanne Apps made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.15 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

UNCONFIRMED

Presenter: Dot Newton JP - Wanneroo Ratepayers & Residents Association (Inc)

Dot Newton made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.17 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Presenters: Martin Murphy - Community Representative for Woodvale

Martin Murphy made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.18 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Presenters: Cathrine Temple and Mayor Daniel Kingston - City of Joondalup

Cathrine Temple, Mayor Daniel Kingston and Richard Greening made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.19 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)
Presenters: Nick de Vecchis, Daniel Sheahan, Laura Gray and Amber Evans - City of Wanneroo

Nick de Vecchis and Laura Gray made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.20 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)
Presenters: Tayne Evershed and Aoise Noone - Planning Solutions, Trent Fleskens and Tony Aleksovski - SPG Group, Darrey Levey - Uloth & Associates, Mark Baker and Julian Tan - Meyer Shircore Architects, Julian Croudace - Propagule Landscape Architects, Paul van der Moezel - PGV Environmental,

UNCONFIRMED

Chris Abery - Deep End Service, Anthony Rowe - Envision Bushfire Protection, Luke Zoontjens - SLR Consulting, Colin Kleyweg - Premise Group, David Coremans and Mark Bretnall - Emerge Associates, David Cuddihy - Arborite Tree Management and Flavia Kiperman – Element

Tayne Evershed, Aoise Noone, Trent Fleskens, Tony Aleksovski - SPG Group, Darrey Levey, Mark Baker, Julian Tan and Julian Croudace made a deputation to the Statutory Planning Committee regarding Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development – Determination.

2.21 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Dr Ross James – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.22 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Madeline McDonald – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.23 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Dr Michael Howard – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.24 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)
Written Submission: Rebecca Pizzey – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

UNCONFIRMED

2.25 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Robert Baxter – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.26 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Teresa Ritchie – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.27 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Daniel Briggs – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.28 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Tanyia Maxted – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.29 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Amy, Jason, Madilyn, Alexis and Evie Strange – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

UNCONFIRMED

2.30 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Phil Meynert – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.31 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Taylor Graham – Resident

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.32 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Jacqui Huntley and Bill Marwick - Wanneroo Historical Society

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.33 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Reverend Robert Furlong - Woodvale Baptist Church

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

2.34 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)
Written Submission: Fiona and Alaric Hayes

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

UNCONFIRMED

2.35 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination (Item 3.3)

Written Submission: Chris Sarros - Sarros Holdings Pty Ltd

Members noted the written submission on Item 3.3 - Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination.

The Chairperson declared an adjournment at 1:07 pm.

The meeting resumed at 1:13 pm, with all members present.

3. Non-confidential items for discussion, decision or noting

3.3 Part 11B - Lot 900 (567) Wanneroo Road and Lot 803 (20) Ancestor Retreat, Woodvale - Commercial Development - Determination

During deliberations on the Item, members considered the following:

- Main Roads WA have advised that the intersection is not functioning and the right-turn movement out of Woodvale Drive is unsafe regardless of the proposed development and there are no current planned works by Main Roads WA for an intersection upgrade.

- The Traffic Impact Assessment covered fuel tankers, semi-trailers, medium rigid vehicles, caravans, rubbish trucks, access routes, and swept paths, but did not differentiate between public and private vehicles.

- The Public Transport Authority requires bus embayments on Woodvale Drive for safe access and service. A condition is recommended requiring bus infrastructure to the satisfaction of the relevant authorities.

- The Conservation Category Wetland buffer, if applied would affect future Lot 803 and not the portion subject to this detailed Development Approval.

- The site is classified as having a low to moderate risk for acid sulfate soils, which should be appropriately handled through a Construction Management Plan before development begins.

- In relation to the Bushfire Management Plan, the Department of Fire Emergency Services advice has been consulted, and the assessment is acceptable.

- The limited ability to impose conditions specifying future land use, as this would require a separate application.

UNCONFIRMED

- The scale of the proposed development and mix of land uses and the potential impacts on Cockman House and residential dwellings on Woodvale Drive.

- The provision of a service road to mitigate access impacts along Woodvale Drive.

- The ability of a local structure plan to specify proposed land use mix and coordinate a range of planning-related matters such as traffic, intersection upgrades, response to local character and context and interface with adjoining land uses and Cockman House.

Members moved the recommendation of the Department of Planning, Lands and Heritage to open debate on the item.

REPORT RECOMMENDATION

Moved by Member Harman
Seconded by Commissioner Lakey

That the Statutory Planning Committee resolves:

A. *to note this application is capable of being determined under the applicable planning instrument, being the City of Wanneroo District Planning Scheme No. 2, and it has been considered and determined accordingly, and*

B. *under s.171P(1) of the Planning and Development Act 2005 to approve development application reference SD-023-24 and accompanying development plans (date-stamped 25 November 2025) for a commercial development at Lot 900 (No.567) Wanneroo Road and part of Lot 803 (No. 20) Ancestor Retreat, Woodvale, subject to the following:*

Conditions

<u>Approval Timeframe</u>

1. *This decision constitutes development approval only and is valid for a period of 4 years from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.*

<u>Conformity with Plans</u>

2. *The development is to be undertaken in accordance with the approved plans (date-stamped 25 November 2025) attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be*

UNCONFIRMED

submitted at working drawings stage (condition-clearance stage), to the satisfaction of the Western Australian Planning Commission, on advice from the City of Wanneroo.

3. *A copy of the final working drawings (prepared for submission of relevant building permit applications) and all associated plans, reports and information that address the conditions of approval are to be submitted to, and cleared by, the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified.*

4. *Prior to submission of the relevant building permit application, the approved development plans (date-stamped 25 November 2025) are to be modified, as follows:*

   (a) *For Building 1, the materials selection and treatment to the northern elevation of Level 1 and Level 2 is to be detailed to include a contrasting and darker colour than the lower level;*
   (b) *For Building 1, include garden beds with a minimum width of 1 metre for landscaping along the northern boundary and integrated vertical planting, such as trellises or green walls;*
   (c) *For Building 6, modify the entry statement attached to the building to be fully contained within the site;*
   (d) *Provide for the retention of Jarrah Tree 2, tag 2146 and associated site layout adjustments; and*
   (e) *Align with the road upgrade design plans for the intersection and road upgrades at Wanneroo Road and Woodvale Drive, in accordance with Road Design - Figures 9C and 10C dated 7 July 2025, as required.*

Notifications and Easements

5. *Prior to occupation of the development, an easement, in accordance with Section 136C of the Transfer of Land Act 1893 is to be created to ensure reciprocal rights of access over the lot/s subject to the application as shown on the approved plans.*

6. *Prior to occupation of any stage of the development, suitable arrangements are to be made for the land required for the widening of Woodvale Drive and Wanneroo Road, as shown on the approved plans, to be ceded free of cost to the State of Western Australia for road purposes, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads Western Australia and the City of Wanneroo.*

UNCONFIRMED

Land Use

7. *This approval is for the following land uses as defined under the City of Wanneroo District Planning Scheme No. 2 and depicted on the approved development plans (date-stamped 25 November 2025):*
   (a) Warehouse / Storage;
   (b) Shop;
   (c) Bulky Goods Showroom;
   (d) Recreation - Private (Gym);
   (e) Medical Centre;
   (f) Café/Restaurant;
   (g) Fast Food Outlet; and
   (h) Service Station and Convenience Store.

Operational management

8. *A maximum of 170 persons are permitted within the Recreation - Private (Gym) at any one time.*

9. *A maximum of 7 practitioners are permitted to operate from the Medical Centre at any one time.*

10.
   (a) *Prior to occupation of the relevant stage of the development, an Operational Management Plan addressing matters such as (but not limited to) litter, servicing, truck deliveries, loading, traffic management, odour and noise management/complaints handling, shopping trolley management shall be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo.*
   (b) *The approved Operational Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.*

11. *The service station is permitted to operate only between the hours of 6:00am and 10:00pm, seven days a week. No trading, fuel dispensing, refuelling or associated activities shall occur outside these hours, to the satisfaction of the Western Australian Planning Commission.*

Materials and Finishes

12.
   (a) *The development is to be constructed with high quality and durable external materials and finishes, consistent with the approved development plans, including elevations and perspectives, (date-stamped 25 November 2025) (other than as amended by conditions of approval), to the*

UNCONFIRMED

satisfaction of the Western Australian Planning Commission.

(b) *Prior to submission of the relevant building permit application, the applicant is to submit final details of the materials, colours and finishes of the exterior of the building(s), which are consistent with or enhance those detailed on the approved development plans and perspectives (date-stamped 25 November 2025), to the satisfaction of the Western Australian Planning Commission.*

13. *Prior to occupation of the relevant stage of the development, a non-sacrificial anti-graffiti coating is to be applied to the external surfaces of the ground floor buildings and walls, and thereafter maintained, to the satisfaction of the Western Australian Planning Commission.*

Heritage

14.

(a) *Prior to the submission of the relevant building permit application, a dilapidation report prepared by a suitably qualified professional detailing the current condition of Cockman House and ancillary structures, and a program of monitoring any structural movement and potential vibration impacts on Cockman House and management measures, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo and the Heritage Council of WA.*

(b) *Monitoring of any structural movement and potential vibration impacts on Cockman House is to be implemented in accordance with Condition 14 (a), to the satisfaction of the Western Australian Planning Commission.*

Construction

15.

(a) Prior to the submission of the relevant building permit application, a Construction Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Wanneroo and the Public Transport Authority. The Plan is to address the following, but not limited to:

(i) *hours of construction;*
(ii) *temporary fencing, hoardings, gantries and signage;*
(iii) *site access and egress;*
(iv) *construction traffic management;*
(v) *pedestrian and cyclist management and any footpath obstructions;*

UNCONFIRMED

(vi) *any potential disruption to bus services or bus stops and mitigation measures;*
(vii) *parking arrangements for staff and contractors;*
(viii) *deliveries and storage of construction materials and machinery;*
(ix) *management of vibration, dust and erosion;*
(x) *management of any site dewatering or stormwater discharge;*
(xi) *investigation and management of any identified acid sulfate soils;*
(xii) *management of construction noise and any other site generated noise;*
(xiii) *management, recycling and removal of construction waste;*
(xiv) *protection of the vegetation on adjoining Lot 901, Bush Forever Site No.299;*
(xv) *protection of street trees and public realm infrastructure; and*
(xvi) *public communication and complaint handling procedures, including contact details of essential site personnel.*

(b) *The approved Construction Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.*

Stormwater

16.
(a) *Prior to submission of the relevant building permit application, a Stormwater Management Plan demonstrating that all stormwater from the development will be retained on site and is sufficient to contain a 1:100 year storm event (over 24 hours) is to be submitted to, and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo and Main Roads Western Australia.*
(b) *The approved Stormwater Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.*

17.
(a) *Prior to submission of the relevant building permit application, an Urban Water Management Plan and detailed drainage and stormwater engineering drawings are to be prepared, consistent with any approved District or Local Water Management Strategy and submitted to and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo.*
(b) *The approved Urban Water Management Plan is to be implemented and adhered to, the satisfaction of the Western Australian Planning Commission.*

UNCONFIRMED

18.

(a) *Prior to submission of the relevant building permit application, the landowner/applicant is to provide a pre-works geotechnical report prepared by a suitably qualified person certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Wanneroo.*

(b) *In the event that remediation works are required, the landowner/applicant is to provide a post-works report certifying that all development works have been carried out in accordance with the pre-works geotechnical report.*

Landscaping

19.

(a) Prior to submission of the relevant building permit application, an updated Landscape Plan(s) is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo. The Landscape Plan(s) are to be updated to include the following modifications:

(i) *provide for the retention of Jarrah Tree 2, tag 2146 and associated site layout adjustments;*
(ii) *Removal of pea gravel and replace with crushed limestone;*
(iii) *Removal of rubber softfall and replaced with either sand or mulch;*
(iv) *Removal of Myoporum parvifolium and replaced with Myoporum insulare prostrate;*
(v) *Removal of Carpobrotus virescens;*
(vi) *The provision of three additional shade trees in the western car park;*
(vii) *Specifications for proposed planter boxes;*
(viii) *A plant legend which includes botanical and common names and plant quantities; and*
(ix) *Confirmation of mulch details.*

(b) *Prior to occupation of the relevant stage of the development, written confirmation from a suitably qualified professional is to be provided confirming that all landscaping and reticulation has been established in accordance with the approved Landscape Plan(s).*

(c) *Landscaping and reticulation are to be implemented in accordance with the approved Landscaping Plan and thereafter maintained, to the satisfaction of the Western Australian Planning Commission.*

UNCONFIRMED

20.

(a) *Prior to submission of the relevant building permit application, a Tree Protection Plan establishing tree protection zones as per Australian Standard AS4970-2009, and detailing the protection and care of retained onsite trees and within the road reserve during construction and how the trees will not be adversely impacted by the proposed development, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo.*

The plan must provide certainty regarding the required tree protection zone requirements to be implemented, measures to be implemented to ensure the survival of the trees identified for retention, and any ongoing monitoring requirements.

(b) *The approved Tree Protection Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.*

Transport, access and parking

21.

(a) *Prior to submission of the relevant building permit application, preliminary road upgrade design plans (15% concept) for the intersection and road upgrades at Wanneroo Road and Woodvale Drive, in accordance with Figures 9C and 10C dated 7 July 2025, are to be submitted to, and approved by, the Western Australian Planning Commission, on advice from Main Roads Western Australia, the Public Transport Authority and the City of Wanneroo. The plans are to include, but are not limited to:*

(i) *Removal of the right-out from Woodvale Drive onto Wanneroo Road;*
(ii) *Dual left lanes on Woodvale Drive onto Wanneroo Road;*
(iii) *Dual right lanes on Wanneroo Road onto Woodvale Drive and dimensions of land to be ceded to accommodate infrastructure upgrades;*
(iv) *Straightening of the road alignment on Woodvale Drive;*
(v) *Footpaths along Woodvale Drive;*
(vi) *Bus stop embayment(s) and bus stop infrastructure on Woodvale Drive;*
(vii) *Traffic signal controls for the intersection, including pedestrian phase signals; and*
(viii) *Pedestrian pram ramps or kerb ramps along all footpaths and widths to enable access to all parts of the development through the carpark.*

UNCONFIRMED

(b) Prior to occupation of any stage of the development, suitable arrangements are to be made for the implementation of the approved detailed design plans for the intersection and road upgrades at Wanneroo Road and Woodvale Drive at the full expense of the applicant/landowner, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads Western Australia, the Public Transport Authority and the City of Wanneroo.

22.

(a) *Prior to occupation of the relevant stage of the development, certification is to be provided by a suitably qualified professional confirming that all points of ingress and egress, vehicle access-ways, car parking spaces, universal access and bicycle parking bays (racks and storage facilities) are consistent with the approved plans and have been constructed, drained, sealed and marked in accordance with Australian Standards AS2890.2, AS2890.3, AS2890.6 and Austroads Part 14 - Bicycles, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Wanneroo.*

(b) *All car parking spaces, bicycle parking bays and access-ways are to be maintained by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.*

23. *The parking areas and associated access on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, to the satisfaction of the Western Australian Planning Commission.*

24.

(a) Prior to occupation of the relevant stage of the development, a Travel and Parking Management Plan is to be submitted to, and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo and the Department of Transport and Major Infrastructure. The Plan is to address, but is not limited to, the following:

(i) *Mode-share targets and initiatives in relation to public transport, walking, cycling, shared and private car use by staff and visitors of the development;*

(ii) *the allocation and management of staff/ tenant and visitor parking bays across the various uses/lots;*

(iii) *identification of ACROD bays;*

(iv) *parking / storage for bicycles and other personal mobility devices;*

(v) *end of trip facilities, including showers and lockers;*

UNCONFIRMED

(vi) *provision of charging facilities for electric vehicles;*
(vii) *demonstration of the effective and safe management of traffic movements within all car parking areas and accessways for vehicles, pedestrians, cyclists, scooters and other micromobility users; and*
(viii) *the identification and management of loading, delivery and waste management areas.*

(b) *The approved Travel and Parking Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.*

Sustainability

25. *Prior to submission of the relevant building permit application(s), the Sustainable Design Assessment Report dated 7 February 2025 is to be updated to align with the approved development plans and is to be submitted and approved by the Western Australian Planning Commission.*

26. *Prior to occupation of the relevant stage of the development, documentation from a suitably qualified professional is to be provided confirming the implementation of the sustainability measures contained in the approved Sustainability Design Assessment Report, and the ability of the development to be thereafter occupied and operated in accordance with the approved Sustainability Report, to the satisfaction of the Western Australian Planning Commission.*

Acoustic

27.
(a) *Prior to submission of the relevant building permit application, the Noise Impact Assessment (dated 28 August 2025) is to be updated to reflect the approved development plan and land uses and submitted to and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo.*
(b) *Prior to occupation of the relevant stage of the development, the measures of the approved Noise Impact Assessment are to be implemented and adhered to by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.*

Lighting

28.
(a) *Prior to the submission of the relevant building permit application, the landowner/applicant is to submit a Lighting Plan, prepared by a suitably qualified person demonstrating that lighting is to be provided to all driveways, pedestrian*

UNCONFIRMED

pathways, car parking areas, building facades, the public areas and in all common service areas in accordance with the relevant Australian Standards AS1158.3.1, AS4282 and AS1158.1.2.2010, for approval by the Western Australian Planning Commission, on advice from the City of Wanneroo.

(b) *The approved Lighting Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission.*

Signage

29.

(a) *Prior to the submission of the relevant building permit application, a Signage Strategy is to be submitted to and approved by the Western Australian Planning Commission, on the advice of Main Roads Western Australia and the City of Wanneroo. The strategy is to include, but not limited to, details of:*

(i) *The reduction to the 'V-shaped 'identity' sign so that the face of each side of the size does not exceed 15m^2;*
(ii) *The operation of the large format digital signage, including but not limited to signage content, illumination, operating hours and dwell times;*
(iii) *The location, size and format of any signage to the building exterior; and*
(iv) *Signage to promote and guide wayfinding.*

(b) *The approved Signage Strategy is to be implemented and adhered to by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.*

Notifications and Easements

30. *Prior to occupation of any stage of the development, the landowner/applicant is to register on the Certificate(s) of Title a notification, pursuant to section 70A of the Transfer of Land Act 1893. The notification is to be included on the diagram or plan of survey (deposited plan) and registered at the landowner/applicant's expense, to the satisfaction of the Western Australian Planning Commission. The notification is to state as follows:*

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land."

Public Art

UNCONFIRMED

31.
(a) *Prior to submission of the relevant building permit application, a public art concept for the development is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Wanneroo.*
(b) *Prior to occupation of the relevant stage of the development, the approved public art is to be implemented to the satisfaction of the Western Australian Planning Commission, on advice from the City of Wanneroo.*
(c) *The public art is to be maintained in accordance with the approval, to the satisfaction of the Western Australian Planning Commission.*

Utilities and Facilities

32. *Prior to submission of the relevant building permit application, details of any proposed air-conditioning condensers, external fixtures, building plant, storage, piping, ducting, transformers, fire control rooms, and water tanks being integrated into the design of the buildings and located or screened to minimise any visual and noise impact on nearby residents and the public realm, being submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Wanneroo.*

33.
(a) *Prior to submission of the relevant building permit application, the Waste Management Plan (dated 16 December 2024) is to be updated to reflect the detailed design, and submitted to, and approved by the Western Australian Planning Commission, on advice from the City of Wanneroo.*
(b) *The approved Waste Management Plan is to be implemented and adhered to by the owners and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.*

Advice

(a) This is a development approval only. The landowner/applicant is advised of their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or licence/permit requirements that may relate to the development. Contact the:

(i) *City of Wanneroo for further advice on building, health, engineering and road reserve requirements.*
(ii) *Main Roads WA*

(b) *With regard to Condition 1, the term 'substantially commenced' has the meaning as set out in the Planning and Development*

UNCONFIRMED

(Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.

(c) *With regard to Conditions 2, 3 and 4, a copy of the final working drawings prepared for the submission of an application for a building permit and all associated reports and information that address the conditions of approval are to be submitted to and cleared by the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified.*

Following satisfactory assessment of the plans and documents, the Western Australian Planning Commission will provide a clearance letter and copies of the document to the local government to assist with building permit assessment. Where works and/or building permits are proposed to be staged, the Western Australian Planning Commission may agree to a staged clearance of working drawings and associated conditions of approval.

The final plans and documents submitted to the Western Australian Planning Commission to satisfy the conditions if this approval will be verified by the Department of Planning, Lands and Heritage officers and any other local of State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the Western Australian Planning Commission, via an Amendment Application process (Form 11B-2).

(d) With regard to Condition 15:

(i) *The Construction Management Plan is to identify bus stops 18497 (location along Woodvale Drive before Wanneroo Road) and 18498 (location along Woodvale Drive after Wanneroo Road) and any proposed relocation of the bus stops as well as the management of these bus stops throughout construction works, as well as throughout the road works proposed to Woodvale Drive.*

(ii) *The Public Transport Authority and Transperth require a minimum notice period of 10 days prior to any proposed road/lane closure that may affect bus stops or bus services. Notification can be provided via email to:* mailto:transperth.servicedisruptions@pta.wa.gov.au.

(iii) *All expenses associated with any agreed permanent re-construction or relocation of a bus stops is at the cost of the applicant/owner and without any payment of compensation by the Public Transport Authority.*

UNCONFIRMED

(iv) *Measures being taken to ensure no vegetation within Bush Forever Site No. 299 is removed or disturbed during development works, should include any impacts from weeds and rubbish and secondary impacts from works to provide service infrastructure and drainage to implement the approved plan of development.*

(v) *Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within three metres of the natural soil surface. Please refer to the Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works:* https://www.der.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoilsguidelines.

(e) *With regard to Condition 19, any proposed landscape works outside the site boundaries will require consent from the City of Wanneroo/Main Roads Western Australia prior to the commencement of any works. The applicant is encouraged to liaise with the City of Wanneroo/Main Roads Western Australia to facilitate further revegetation, having regard to bushfire constraints.*

(f) *The applicant is encouraged to liaise with the Land owner to facilitate further revegetation of adjoining Lot 901, having regard to bushfire constraints.*

(g) *The City of Wanneroo and Main Roads Western Australia advise any works proposed within or impacting road reserves will require prior approval.*

(h) *With regard to Condition 29, the applicant is advised that separate Main Roads WA approval will be required for static and digital signs visible from a Main Roads controlled road, in accordance with Main Road's guidelines:*

(i) *The Department of Planning, Lands and Heritage advises that should access from Ancestor Retreat be required prior to the finalisation of the road dedication, a section 91 licence under the Land Administration Act 1997 will be required. A* https://www.wa.gov.au/government/document-collections/submitting-crown-land-enquiry *is to be completed four months before access is required.*

(j) *The Water Corporation advises formal building approval will be required for the development. An application can be submitted via the Water Corporation online portal BuilderNet. Documents required for approval may include final construction site plans, architectural floor plans, and hydraulics plans.*

UNCONFIRMED

(k) *Western Power advises a load connection request/application for electricity transmission services for the development will be required.*

(l) *Any part of the future development that includes the sale or supply of liquor will require a liquor licence. Further details regarding application requirements, licence categories and relevant legislation and policies are available from the Department of Local Government, Sport and Cultural Industries website at* http://www.dlgsc.wa.gov.au/racing-gaming-and-liquor*.*

(m) *If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.*

Members discussed their reasons for supporting the proposal and outlined the following:

- The Metropolitan Region Scheme Amendment changed zoning from Rural to Urban Development which will change site characteristics, with more intensive development of the land appropriate under this zoning.

- The balanced consideration of land-use options with key issues including vegetation clearing, traffic, heritage interface to Cockman House arising regardless of commercial or residential development.

- Existing traffic issues are present today and the impacts considered comparable under either commercial or residential scenarios.

- Impacts to Cockman House and the City of Wanneroo's intention to retain vegetation curtilage for Lot 901 provides a well vegetated buffer to the heritage interface.

- The site's location within close proximity to a high-traffic interchange considered unsuitable for medium to high-density residential and a commercial use viewed as more appropriate in this context.

- The level of detail provided, conditions recommended, and the State Design Review Panel and the Government Architect advice is acknowledged.

- Acknowledgement of the high public interest with 1,463 submissions received.

- The additional landscaping and signage removal recommended for northern interface.

UNCONFIRMED

- The detailed discussion on right-turn access; noting that Main Roads WA retains the final decision.

- The Heritage Council requirements for structural monitoring of Cockman House.

- Tree canopy clearing in the context of both commercial and residential development.

Members speaking against the proposal raised concerns and outlined the following:

- The concern about lack of a structure plan for the site and adjoining land and the absence of clear direction for the precinct which may lead to full commercial development.

- The clearing of substantial portions of the site and limited environmental protections currently in place and the importance of achieving an appropriate mix of uses to offset environmental impact.

- Residential development seen as advantageous for providing activity and creating interface with the heritage site to the north and regional open space to the east.

- Too many outstanding issues that should not be addressed through conditions.

- The Metropolitan Region Scheme amendment anticipated these planning matters would be addressed when the land was transferred to Urban Development.

The Chairperson put the motion for the recommendation of the Department of Planning, Lands and Heritage to a vote.

The votes were recorded as follows:

For: Commissioner Cole, Member Harman and Commissioner Lakey
Against: Commissioner Haeren, Commissioner Adair, Member Franklin, Member Knight, and Member Moore

The motion was put and lost

Members discussed reasons for refusal of the development and outlined the following:

- The concern that outstanding planning matters cannot be adequately managed without a comprehensive structure plan.

- Outstanding issues cannot be adequately resolved through conditions of approval.

UNCONFIRMED

- Acceptance that land clearing will occur given the site's zoning for Urban Development.

- Acknowledgement that some level of commercial/retail component is inevitable due to site location.

- The concern over the scale and extent of development proposed, combined with unresolved matters relating to adjoining land within and adjacent to the site.

Members agreed to endorse the alternative motion to refuse the development.

ALTERNATIVE MOTION

Moved by Commissioner Haeren
Seconded by Member Franklin

Dissent: Commissioner Cole, Commissioner Lakey and Member Harman

That the Statutory Planning Committee resolves:

A. *to note this application is capable of being determined under the applicable planning instrument, being the City of Wanneroo District Planning Scheme No. 2, and it has been considered and determined accordingly, and*

B. *under s.171P(1) of the Planning and Development Act 2005 to REFUSE development application reference SD-023-24 and accompanying development plans (date-stamped 25 November 2025) for a commercial development at Lot 900 (No.567) Wanneroo Road and part of Lot 803 (No. 20) Ancestor Retreat, Woodvale, for the following reasons:*

    1. *The proposed development is inconsistent with the principles of orderly and proper planning. The proposed development has not demonstrated that the structure planning considerations specified in the Planning and Development (Local Planning Scheme) Regulations 2015 have been adequately addressed. Consequently, the development risks prejudicing future planning by enabling ad-hoc land uses and creating uncoordinated planning across land within the Urban Development zone and failing to appropriately manage the interface with Yellagonga Regional Park and Cockman House.*

    2. *The proposed development is inconsistent with State Planning Policy 4.2 – Activity Centres. It has not been demonstrated that this 'out-of-centre' development will avoid adverse impacts on surrounding activity centres within the*

UNCONFIRMED

established hierarchy. Specifically, a rationale for the centre has not been provided and the application has not adequately demonstrated that the proposal will not undermine the capacity of existing centres to provide services to their local communities and will not duplicate functions accommodated or capable of being accommodated within existing nearby centres and zones.

3. *The proposed development is inconsistent with State Planning Policy 7.0 - Design of the Built Environment. The proposed bulk and scale of the built form, combined with the lack of vegetation retention, detracts from the overall visual quality of the development. The extensive hardstand areas, building massing and the height of the development, particularly the self-storage units, are not appropriate to the site's context and have the potential to adversely impact upon the amenity of the locality, particularly Cockman House.*

The motion was put and carried

5. Urgent or other business

THIS ITEM IS CONFIDENTIAL

6. Meeting conclusion and closure

The next ordinary meeting is scheduled for 9:30 am on Wednesday, 21 January 2026.

There being no further business before the Committee, the Chairperson thanked members for their attendance and declared the meeting closed at 1:49 pm.

_____
CHAIRPERSON

_____
DATE

UNCONFIRMED

WAPC Western Australian Planning Commission

Friday, January 16, 2026

Request for Deputation / Presentation

Committee: Statutory Planning Committee

Meeting Date: Wednesday, January 21, 2026

Deputation Information

Type of Deputation: Verbal Deputation

Agenda Item: 3.2

Agenda Title: City of Fremantle Local Planning Strategy

Is the presentation in support or against the report recommendation? (contained within the agenda) Support

Presenter Information

Name of Presenter Chloe Johnston

Organisation: City of Fremantle

Email Address: chloejo@fremantle.wa.gov.au

Mobile Number: 0498 832 166

Additional Attendees

Nathan Blumenthal

Special Requirements: In the interest of accessibility and inclusion for people with disabilities, please identify if you have any special requirements: No

Presentation Information

Brief Outline of Deputation:

The City Planning team will be available to offer support for the officers recommendation on the item and answer any questions on the item.

Will there be a PowerPoint Presentation? No

Acknowledgements

In submitting this request, you acknowledge that your request form and presentation content will be published to the Planning Online website as part of the agenda.	Yes
I acknowledge that if my request or accompanying documents are not submitted within the required timeframe, they will not be accepted.	Yes

Please attach all accompanying documents to this request. Late submissions will not be accepted. Handouts or PowerPoints will not be accepted on the day of the meeting.

WAPC Western Australian Planning Commission

REPORT TO	Statutory Planning Committee		
Meeting date	21 January 2026	**File number**	157-25 & DR82/2025
Title	Section 31 - Reconsideration of Subdivision to Create Two Residential Lots – Lot 396 (No. 17) Maclaren Crescent, Margaret River		
Purpose	For decision		
Head of power	Section 284, *Planning and Development Act 2005* Section 31, *State Administrative Tribunal Act 2004*		
Delegation	DEL 2025/05 Delegation of Powers to Officers (WAPC and DPLH) - Clause 13.3		
Confidentiality	Non-confidential		
Responsible officer	Ryan Shaw - Director, Planning Appeals	**Responsible Officer Conflict of Interest**: Nil	
SITE DETAILS			
Region(s)	South West		
Local government(s)	Shire of Augusta-Margaret River		
Region Scheme / Zoning	None applicable		
Local Scheme / Zoning	Shire of Augusta-Margaret River Local Planning Scheme No. 1: Future development		
Property address	Lot 396 (No. 17) Maclaren Crescent, Margaret River		
Site area	743m^2		
Existing land use	Single House		
Landowner/s	Mr Moshe Phillips		
Applicant/s	As above		
Local Government recommendation/s	REFUSE		
ATTACHMENTS			
A1 – Plan of subdivision A2 – Applicant s. 31 reconsideration package A3 – Location and zoning plan	A4 – Aerial photograph A5 – Rapids Landing Local Development Plan A6 – Site photos		

EXECUTIVE SUMMARY

On 24 June 2025, the applicant applied to the State Administrative Tribunal (SAT) for a review of the Western Australian Planning Commission's (WAPC) deemed refusal of a two lot survey-strata subdivision application for Lot 396 (No. 17) Maclaren Crescent, Margaret River (the subject land), as the application was not determined within the 90 day statutory timeframe.

Following mediation, the applicant submitted a modified subdivision plan (proposed subdivision) and supporting information package (refer **A1** & **A2**).

The key consideration in assessing this proposal is whether the proposed variation to the average lot size requirement for an R20 site under the Residential Design Codes Volume 1 (R-Codes Volume 1) is acceptable, having regard to Operational Policy 2.2 – Residential Subdivision (OP 2.2) and associated design principle P1.1.2 of the R-Codes Volume 1, Part D, clause 1.1.

Pursuant to section 31 of the *State Administrative Tribunal Act 2004* (SAT Act), it is recommended that the WAPC set aside its deemed refusal and substitute a new decision to approve the proposed subdivision, subject to conditions. Site-specific considerations that support the recommendation include:

- The subdivision responds to the unique characteristics of the subject land which has a wide frontage, shallow depth, and direct interface with public open space (POS).
- The subdivision facilitates enhancement of the Maclaren Crescent streetscape through cohesive built form and streetscape and visual surveillance.
- The subdivision is not in itself objectionable and none of the lots in the broader locality have the same characteristics, meaning that the subdivision would not set an undesirable precedent.

RECOMMENDATION

That the Statutory Planning Committee resolves, under section 31 of the State Administrative Tribunal Act 2004 to reconsider the deemed refusal of the subdivision application dated 13 February 2025 (WAPC 157-25; DR82/2025), SET ASIDE this decision and APPROVE the proposed subdivision at Lot 396 (No. 17) Maclaren Crescent, Margaret River in accordance with the plan dated stamped 25 November 2025, subject to the following conditions:

1. ***The landowner/applicant contributing towards development infrastructure provisions pursuant to the Shire of Augusta Margaret River Local Planning Scheme No. 1. (Shire of Augusta-Margaret River)***

2. ***All buildings having the necessary clearance from the new boundaries as required under the relevant legislation including the Local Planning Scheme, Building Act 2011, and National Construction Code Series/Building Code of Australia (as amended). (Shire of Augusta-Margaret River)***

3. ***The land being filled, stabilised, drained and/or graded as required to ensure that stormwater is contained on-site. (Shire of Augusta-Margaret River)***

4. ***Arrangements being made with a licensed water provider for the provision of a suitable water supply service to each lot shown on the approved plan of subdivision. (Water Corporation)***

5. ***Arrangements for a water supply are to include the provision of a suitable water supply service to each lot in the strata scheme (plan). (Western Australian Planning Commission)***

6. ***Arrangements being made with the Water Corporation for the provision of a sewerage service to each lot shown on the approved plan of subdivision. (Water Corporation)***

7. ***Arrangements for a sewerage service are to include the provision of a suitable sanitary drainage service to each lot on the strata scheme (plan) by a Licensed Plumbing Contractor. (Western Australian Planning Commission)***

8. ***Arrangements being made to the specification of Western Power, for the provision of an electricity supply to the survey strata lots shown on the approved plan of subdivision, which may include the provision of necessary service access rights either as an easement under Section 136C and the Tenth Schedule of the Transfer of Land Act 1893 for the transmission of electricity by underground cable, or (in the case of approvals containing common property) via a portion of the common property suitable for consumer mains. (Western Power)***

Advice Notes

a. ***In regard to Conditions 4 and 6, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 83 of the Water Services Act 2012 will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.***

b. ***In regard to Conditions 5 and 7, it is the Western Australian Planning Commission's expectation that each strata lot be provided with its own suitable utility service connection, which is protected by easements where necessary. This is to ensure that each strata lot is development ready and does not result in the need to extend services over adjacent strata lots after titles have been created.***

   In relation to the provision of water and sewer service connections the applicant is required to provide direct services to the lots or enter into an agreement with the water service provider for multi metering.

c. ***Where water and sewer drainage works are undertaken, a Certificate of Compliance and a Drainage Plumbing Diagram from a licensed plumbing contractor is to be provided, confirming the works have been undertaken in accordance with the conditions of subdivision approval and relevant standards.***

d. ***In regard to Condition 8, Western Power provides only one underground point of electricity supply per freehold lot.***

PROPOSAL DETAILS

The subject land is zoned Future Development under the Shire of Augusta Margaret River Local Planning Scheme No. 1 (LPS 1) and coded R20 under the Rapids Landing Neighbourhood Centre Structure Plan (Structure Plan) (refer **A3** and Attachment 5 of **A2**).

The subject land has an area of 743m^2, with a of street frontage width of 34 metres to Maclaren Crecent and a depth of 22 metres. The subject land abuts a 6 metre wide battleaxe leg to the northwest which provides access to the two properties located to the rear (Nos. 13 and 15 Maclaren Crescent) and has a direct interface with the POS to the southeast. Proposed Lot 1 contains a single house which is currently under construction and proposed Lot 2 is vacant (refer **A4**).

As shown in the table below, the proposed subdivision results in a 17.4% variation to the average site area requirement for an R20 site, however both lots satisfy the minimum site area and frontage requirements.

	Minimum Site Area	**Average Site Area**	**Minimum Frontage**
R20 deemed to comply requirement	350m^2	450m^2	10m
Proposed subdivision	Lot 1: 392.41m^2 Lot 2: 350.62m^2	371.5m^2 (17.4% variation)	Lot 1: 16.15m Lot 2: 17.85m

The applicant's detailed justification in support of the proposal (refer **A2**) is summarised below:

- **Achieves strategic planning objectives** - the subdivision will contribute to sustainable urban development and increase the supply of small single dwellings around the Margaret River settlement.
- **Responds to site characteristics** – the 34 metre street frontage, shallow depth and interfaces with POS and communal street combine to result in the subject land having unique characteristics that warrant consideration. The subdivision provides more conventionally shaped lots which both have greater depth than width.
- **Enhanced streetscape** – providing a dwelling on proposed Lot 2 will significantly improve the streetscape outcome and be more in keeping with the collective visual character of the street, improving the rhythm of the built form, streetscape openness and visual surveillance.

BACKGROUND

Strategic planning and subdivision approvals

The subject land is part of the broader East Margaret River townsite expansion area which has been progressively subdivided since the approval of the Structure Plan in 2006.

The approved Structure Plan identifies the subject land as a corner lot with frontage to two public streets, one of which provides a direct interface to the neighbouring POS. Due to servicing constraints related to waste collection, the subdivision creating the subject land was approved without a road interface to the POS. This has resulted in a unique lot configuration, including a battleaxe leg access to the two neighbouring lots to the north. The subdivision approval was subject to a condition requiring the preparation of a local development plan addressing dwelling orientation, passive surveillance and permeable fencing to the POS. The Shire approved the Rapids Landing Local Development Plan – Stage 7 in July 2021 (refer **A5**).

Development approval - single house

The Shire approved a development application for a single house on the subject land in August 2024 (refer Attachment 7 of **A2**). The dwelling is currently under construction (refer **A6**) and wholly contained within proposed Lot 1, with proposed Lot 2 identified for a future front fence and shed.

Consultation

Shire of Augusta-Margaret River

The applicant's proposed subdivision plan dated 25 November 2025 and supporting reconsideration package were referred to the Shire for comment. The Shire reaffirmed its initial recommendation of refusal for the following reasons:

- **Average lot size** - the proposal does not comply with the average lot size requirements, there are no site area concessions applicable, and the variation criteria outlined under OP 2.2 and the R-Codes Volume 1 have not been satisfied.
- **Streetscape impact** - an additional crossover, hardstand, and possible street tree removal to provide a vehicle access from Maclaren Crescent would be inconsistent with the prevailing pattern of development in the area.
- **No exceptional circumstances** - the 34 metre lot frontage is not an 'exceptional or unusual feature' within the immediate locality, which includes various lots with street frontages ranging from 25 to 34 metres.
- **Other development options** - the subject land could accommodate an ancillary dwelling or outbuilding to complement the existing dwelling and streetscape without introducing the higher density that is proposed on an already constrained lot.

The Shire also provided a list of without prejudice conditions should the WAPC be of a mind to approve the proposed subdivision. The Shire's comments and recommended conditions are addressed in the Discussion section of this report.

Servicing Agencies

Water Corporation and Western Power recommend that the proposed subdivision be approved subject to standard conditions which have been incorporated into the report recommendation.

Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
Shire of Augusta Margaret River Local Planning Scheme No. 1	Fully consistent
State Planning Policy 3.7 – Bushfire	Fully consistent
Planning Code - Residential Design Codes Volume 1	Some inconsistency, variation warranted
Operational Policy 2.2 – Residential Subdivision	Some inconsistency, variation warranted
Rapids Landing Neighbourhood Centre Structure Plan (2006)	Some inconsistency, variation warranted
Rapids Landing Local Development Plan – Stage 7 (2021)	Broadly consistent, some discretion required

DISCUSSION

Average site area

The proposed subdivision results in a 17.4% variation to the average site area requirement for an R20 site set out in the R-Codes Volume 1, Part D, clause 1.1.

OP 2.2 guides residential subdivision and outlines criteria for when the WAPC will consider variations to the minimum and average site area requirements of the R-Codes. Clause 4.2.4(b) of OP 2.2 and associated design principle P1.1.2 of the R-Codes Volume 1, Part D, clause 1.1 set out the criteria to be applied in exercising discretion to approve a subdivision application proposing an average lot size greater than five percent below that specified in the R-Codes Volume 1.
The proposed subdivision would satisfy all relevant clause 4.2.4(b) criteria except that the site is not a corner lot with frontage to two different streets. In this regard there is little guidance in OP 2.2 to distinguish why a corner lot, would specifically support a subdivision with a greater average site are variation. In this regard, the proposed subdivision would provide a similar outcome to that of a corner lot, with the dwelling under construction on proposed Lot 1, orientating to the POS with visually permeable fencing and surveillance through major openings to habitable rooms.

Notwithstanding the above, the proposed subdivision would be consistent with the intent and objectives of OP 2.2 and should be approved for the following reasons:

- **Lot shape** – the proposed subdivision would overcome a special or unusual limitation on the development of the land imposed by its shape, satisfying design principle P1.1.2(iv) of the R-Codes Volume 1, Part D, clause 1.1. The subject land currently has a greater width than depth, inconsistent with clause 4.3.1 of OP 2.2 which outlines single residential lots should be square or rectangular in shape, with preferably a greater depth than width to maximise space for outdoor living, gardens and trees, privacy, amenity and street frontage. The proposed subdivision provides more conventionally shaped lots which both have greater depth than width.
- **Enhanced streetscape** – the current configuration of the subject land results in large expanses of street frontage being dedicated to solid 1.8m fencing. The proposed subdivision facilitates enhancement of the streetscape by providing a lot configuration which will create cohesive built form and visual surveillance. Regarding the Shire's comments, proposed Lot 2 would have a street frontage of 16.15 metres, sufficient to ensure that the provision of an additional crossover would not require the removal of the existing street tree.
- **Capable of lawful development** - both lots are regular in shape and achieve the deemed-to-comply minimum site area of 350m^2 for an R20 lot, demonstrating that they are capable of development and providing a suitable level of residential amenity for future occupants. Proposed Lot 2 is further de-constrained because:
    - the approved local development plan for the subject land provides for a 2 metre setback to Maclaren Crescent, which is less than the 6 metre deemed-to-comply primary street setback requirement for an R20 site under the R-Codes Volume 1; and
    - the lot boundary setback distance to the adjoining battleaxe lot access leg can be reduced by up to 2 metres in accordance with the R-Codes Volume 1, Part B, clause 5.1.3, C3.1(vi).
- **Broader Structure Plan area** – the proposed subdivision does not undermine the density of the broader Structure Plan area which was approved with an average site area of 705m^2, well in excess of the 450m^2 requirement for an R20 area.
- **POS interface** – the specific lot configuration of the subject land, coupled with the POS interface, provides a unique site-specific characteristic similar to a corner lot site, which supports the proposed subdivision.

Precedent

The test used by the SAT sets out the circumstances in which precedent is a relevant consideration in a planning assessment, noting that both elements must be satisfied to establish an undesirable precedent:

1) That the proposed development or subdivision is not in itself unobjectionable; and
2) That there is more than a mere chance or possibility that there may be later undistinguishable applications.

The proposed subdivision is not in itself objectionable because it is consistent with the intent of the planning framework, responds to the characteristics of the site, and facilitates an enhanced streetscape. Further, none of the lots in the broader locality have the same characteristics with respect to POS interface and lot width/shape, meaning that further subdivision applications would be distinguishable from this case. For these reasons, approval of the subdivision would not set an undesirable precedent.

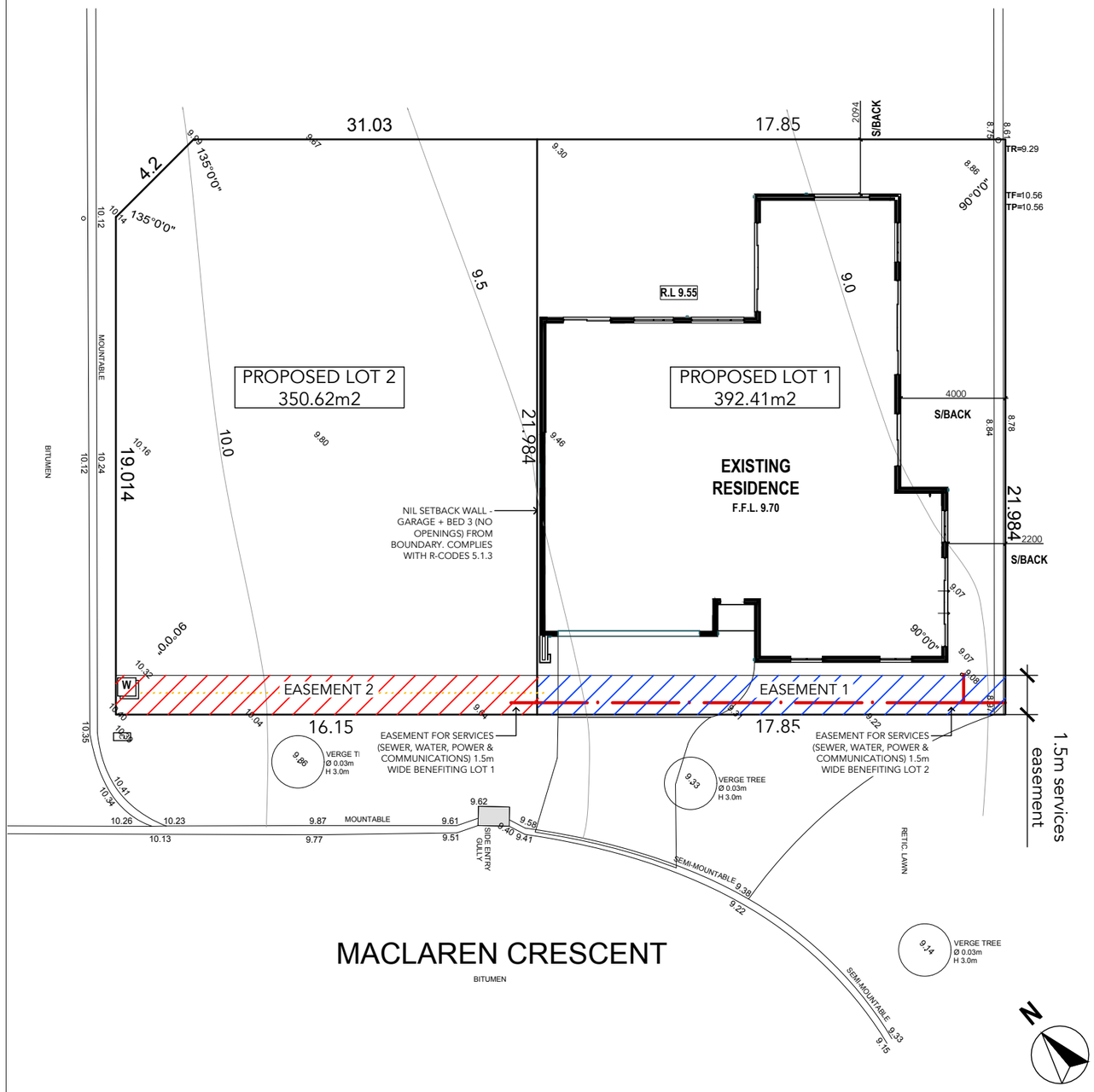
Assessment of conditions of approval recommended by Shire

Condition / Advice	Officer Comment
AD6 - The landowner/applicant contributing towards development infrastructure provisions pursuant to the Shire of Augusta Margaret River Local Planning Scheme No. 1.	**Supported** – under LPS 1 the landowner is required to contribute towards community infrastructure consistent with the requirements of Schedule 10.
B14 - A restrictive covenant, to the benefit of the Shire of Augusta Margaret River pursuant to Section 129BA of the Transfer of Land Act 1893 is to be placed on the certificate(s) of title of the proposed Lot 2 advising of the existence of a restriction on the use of the land. Notice of this restriction is to be included on the diagram or plan of survey (deposited plan). The restrictive covenant is to state as follows: "This lot is not to be developed for any purposes other than for a single bedroom dwelling"	**Not supported** – application of this condition would be tantamount to a refusal as it is not reflective of what the applicant is proposing and would fundamentally alter the proposal. Restricting the type of dwelling that can be constructed on proposed Lot 2 is not necessary as the Proposed subdivision is consistent with the intent and objectives of OP 2.2.
T22 - The landowner entering into an agreement with the local government to ensure reciprocal rights of access over adjoining battle-axe access ways.	**Not supported** – no battleaxe access legs are proposed or required.
T16 - The proposed access way(s) being constructed and drained at the landowner/applicant cost to the specifications of the local government.	**Not supported** – no access ways proposed or required.
D4 - The land being filled, stabilised, drained and/or graded as required to ensure that stormwater is contained on-site.	**Supported** – to ensure proposed Lot 2 is development ready.

CONCLUSION

On balance, having regard to the considerations outlined in this report, it is recommended that the application be approved subject to conditions because it is consistent with the intent of the planning framework, responds to the characteristics of the site, facilitates an enhanced streetscape.

ATTACHMENT 1



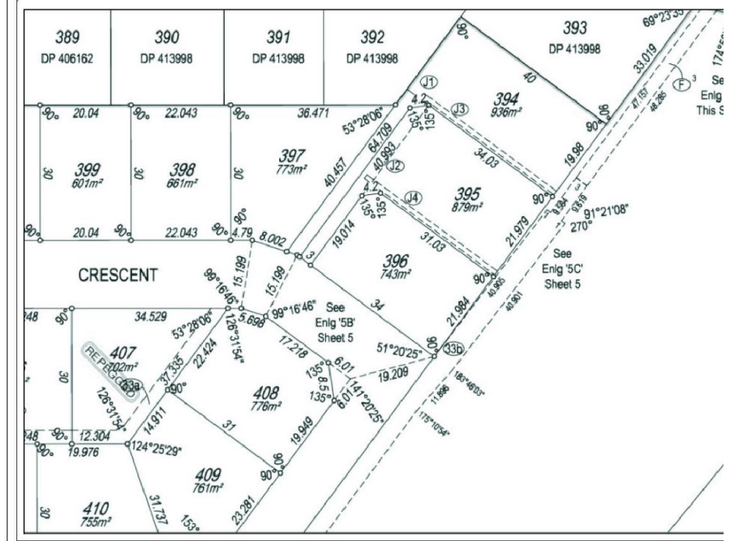
LEGEND

- EXISTING BOUNDARY
- PROPOSED BOUNDARY
- UTILITIES
- SEWER
- SERVICES EASEMENT FOR LOT 1 1.5m WIDE BENEFITING LOT 2
- SERVICES EASEMENT FOR LOT 2 1.5m WIDE BENEFITING LOT 1

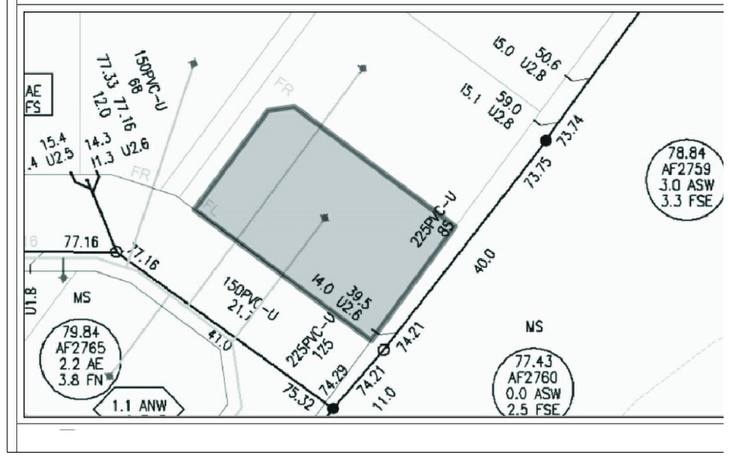
Scale 1:200 @ A3

0 2 4 6 8

LOT Lot 396 (DP 424708)
ADDRESS #17 Maclaren Crescent, Margaret River
LGA SHIRE OF AUGUSTA-MARGARET RIVER



ELEC.	U/Ground	**SEWER**	Yes	**ROADS**	Bitumen	**COASTAL**	No (Approx. Only - Confirm With Sh
GAS	Check Alinta	**COMMS**	Yes	**PATH**	Nil	**SOIL**	Gravel, Clay(Poss)
WATER	Yes	**DRAINAGE**	Poor	**KERBS**	Mountable / Semi-Mount	**VEG.**	Light Grass Cove



ISSUE	DATE	REV

TITLE
Proposed 2 Lot Survey-Strata Subdivision

ADDRESS
Lot 396 (DP 424708)
#17 Maclaren Crescent, Margaret River
SHIRE OF AUGUSTA-MARGARET RIVER

CLIENT
Moshe Phillips

DRAWN BY	DATE	SCALE
NMA	30.09.25	1:200 @ A3

DWG NO
PH001_A

Survey-Strata Subdivision Proposal

17 MacLaren Crescent, Margaret River

1. Summary

1.1 This report provides a detailed assessment and justification for the proposed survey-strata subdivision of 17 MacLaren Crescent, Margaret River (**Subject Site**). The application seeks approval for the creation of two residential strata allotments at the R20 density, consistent with the strategic direction for the locality (**Application**).

1.2 The report addresses the following key matters under the corresponding headings:

- 2 Site description and context
- 3 Subdivision proposal particulars
- 4 Planning framework
- 5 Planning assessment process
- 6 Average lot size assessment
- 7 Justification and conclusion

1.3 The Subject Site is well serviced, enjoys significant street frontage, and is situated at the interface of a new area of residential development and a public open space reserve. The Application offers an assessment against the key provisions of the planning framework.

1.4 Key findings of this report, which include addressing the Application's variation from the minimum average lot size for R20 in the R-Codes,[1] confirm that the application:

(a) is consistent with the local planning strategy, zoning and structure planning for the area;

(b) meets the intent and objectives of the R-Codes and OP 2.2, including criteria for variations to average lot sizes;

(c) has addressed bushfire risk in achieving a BAL 12.5 rating;

(d) provides an appropriate response to site context, amenity, and future residential character.

1.5 It is recommended that the application be approved, given its compliance with the planning framework and the benefits it offers in delivering diverse housing options for the Margaret River community.

2. Site Description and development context

<u>Subject Site</u>

2.1 The Subject Site is situated approximately 2 kilometres south-east of the Margaret River town centre, at the eastern extent of the Rapids Landing residential estate.

[1] Please note: references to 'lot' are references to both a 'survey strata lot' and a 'lot' as defined in the R-Codes and PD Act (ie 'green title lot'). Also note, a reference to 'lot size' is a reference to 'site area', as referenced and defined in the R-Codes.

2.2 The Subject Site's particulars are as follows, it:

(a) is Lot 396 on Deposited Plan 424708;

(b) has total area of 743sqm (without adjustment for the truncation); and

(c) has established servicing connections including reticulated sewer, water, drainage, gas, electricity and NBN.

2.3 The Subject Site is bounded by:

(a) MacLaren Crescent to the south, providing 34 metres of street frontage;

(b) a 6 metre wide 'communal street' to the west, which provides access to the two properties immediately to the north (**Communal Street**); and

(c) a public open space reserve (**POS**) to the east, accommodating the natural watercourse that leads to Darch Brook and that includes a pedestrian link, which provides a popular link through the broader estate.

Existing development

2.4 A single house is currently under construction on the Subject Site, in accordance with a:

(a) development approval granted under the Shire of Augusta-Margaret River's Local Planning Scheme No.1 (**Scheme**) on 20 August 2024 (see **Attachment 7**); and

(b) building permit granted on 26 September 2024.

2.5 The footprint and the street elevation of the house, as approved, are illustrated in **Figures 1** and **2** respectively below (see also **Attachment 1** and **2**).

Locality

2.6 The surrounding locality is characterised by residential development at the R20 density, with all adjoining lots, and most of those in the surrounding locality either developed or under construction. There is a diverse range of residential development in the locality, with a broad range of lot sizes and corresponding dwellings consistent with the R20 parameters set by the R-Codes.

2.7 The layout of the Subject Site by facing 2 streets, as well as opening onto the extensive POS that has been established as part of the broader reserve network and environmental asset retention for the locality, means that it is particularly well suited to accommodate an additional dwelling.

3. Subdivision proposal

Proposed Lots

3.1 The application proposes the creation of two survey-strata lots, as illustrated in the accompanying Subdivision Plan (see **Attachment 1**).

3.2 The configuration, dimensions, and areas of the two lots that the Application proposes (**Proposed Lots**), are set out in Table 1 below.

Table 1 – Proposed Lots

Lot	Area (sqm)	Street Frontage (m)	Dimensions (m)
Proposed Lot 1	393.00	17.85	17.85 x 21.98
Proposed Lot 2	350.00	16.15	16.15 x 21.98 (excl. 4.41sqm truncation)

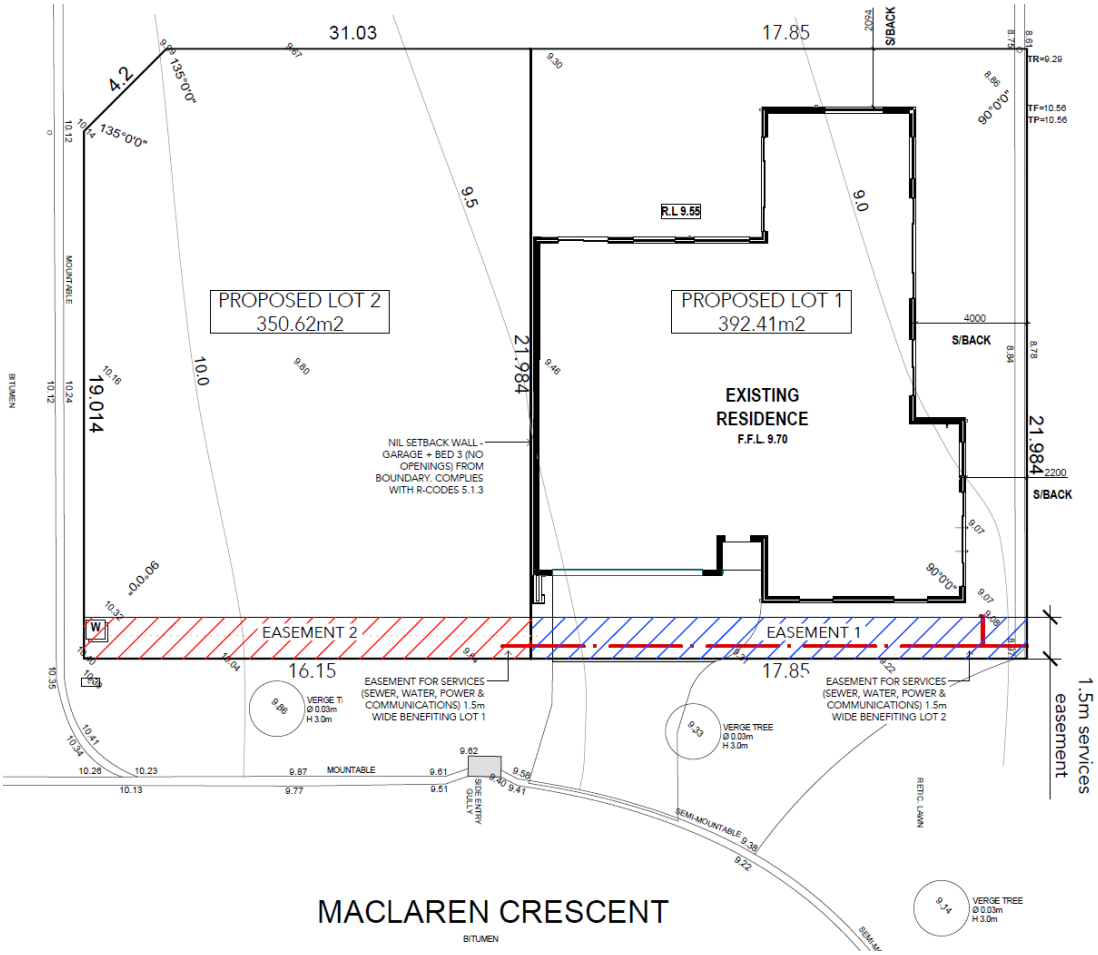
3.3 Both of the Proposed Lots are:

(a) regular in shape, with greater depth than width that maximises the northern solar access; and

(b) to be fully serviced, with reciprocal easements to ensure connection to existing supply points.

3.4 The Application delivers significant frontage to MacLaren Crescent and interfaces positively with the adjacent POS, ensuring high levels of amenity and accessibility for future residents.

Figure 1 – *Subdivision Plan and the Proposed Lots*



Streetscape

3.5 The existing collective visual character of the street is shaped by:

(a) a built form of new single storey houses of complementary but varying proportions and frontages, which are all nearing completion;

(b) open frontages of similar setbacks and landscaping, in addition to the set of street trees recently planted for the entire street; and

(c) the open aspect to the east with views over the POS, including its established native vegetation and complementary landscaping, including the pedestrian link.

3.6 An exceptional feature of the Subject Site is the extensive street frontage of 34 meters. This is nearly double that of all the other properties on the street and so has unique implications for the streetscape.

3.7 The Proposed Lots would contribute towards the character of the streetscape by:

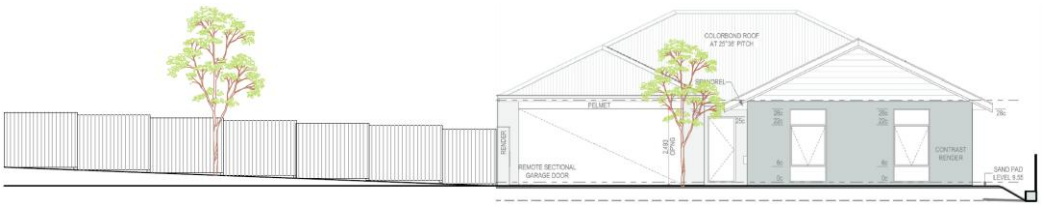
(a) creating a more consistent built mass and form;

(b) providing a more open frontage with greater opportunities for landscaping; and

(c) increasing passive surveillance.

3.8 The Application provides for introducing a dwelling within R20 parameters where there would otherwise be an extensive fence, as part of the existing development of the house on the Subject Site, as demonstrated in Figure 2 below.[2] The inclusion of a dwelling on Proposed Lot 2 will markedly improve the streetscape outcome and be more in keeping with the collective visual character of the street by maintaining the rhythm of the built form and streetscape openness.

Figure 2 – *Street elevation of the existing house and fence*



Amenity

3.9 The factors that combine to form the existing amenity of the locality, and which the planning framework anticipates into the future, include:

(a) a generally evenly spaced built form of mostly single storey dwellings that blend with the neighbourhood;

(b) newly established landscaping, broadly consistent with the alignment of the buildings;

(c) streetscapes with greenery and verge planting; and

(d) privacy between dwellings.

3.10 The Proposed Lots would complement the existing and future suburban amenity, including with respect to the above noted factors.

3.11 Again, introducing a new dwelling on Proposed Lot 2 that opens up that part of the Subject Site will facilitate additional landscaping opportunities, while also replacing the long expanse of fencing facing the street along that extent, which will result in an improved amenity outcome. It will provide greater passive surveillance and better complement the diverse but evenly spaced built form.

[2] Please note; the fence, as illustrated, is 1.8 metres high and situated behind the street setback and the front of the garage, as set out in the site plan of the development approval for the house (see **Attachment 7**),

3.12 An example of an analogous subdivision on the same lot position on the corresponding street corner to the north is demonstrative of the consistency with the character of the locality (see recently subdivided lot highlighted below in **Figure 3** and **Attachment 3**). The example also demonstrates the residential development and associated built form to be anticipated following a 2-lot subdivision in these circumstances.

Figure 3 – *Immediate locality aerial*

Bushfire Management

3.13 A Bushfire Management Plan (**BMP**) was prepared by Ecologic for the Subject Site and adjoining areas as part of the broader Rapids Landing Stages 6, 7, and 10 development. The BMP includes a Bushfire Attack Level (**BAL**) assessment, with the site achieving a BAL 12.5 rating (**Attachment 4**).

3.14 The BAL 12.5 rating demonstrates that the site is suitable for residential development with standard construction requirements, and no extraordinary bushfire mitigation measures are required beyond those specified in the BMP.

3.15 The contour mapping and assessment confirm the site's compliance with bushfire planning requirements, ensuring future dwellings will be appropriately protected.

4. Planning Framework

Framework particulars summary

4.1 The following statutory and strategic planning instruments and key provisions are noted as particularly relevant to the assessment of the Application:

(a) **Local planning strategy:** *Shire of Augusta-Margaret Local Planning Strategy 2036*

(b) **Local planning scheme:** *Shire of Augusta-Margaret River's Local Planning Scheme No.1* (**Scheme**)

(c) **Zoning:** *Future Development*

(d) **Zoning purpose:** '*To provide for additional sustainable urban development within and around existing settlements within the Scheme Area*': Clause 4.2.7, Scheme.

(e) **Zoning objective:** '*To provide for the sustainable development of land in an orderly manner with appropriate level of physical infrastructure and human services'*: Clause 4.2.7.1(b), Scheme.

(f) **Structure Plan Area:** Outline Development Plan - *Proposal to Develop Lot 27 Bussell Highway, Margaret River* (**ODP**)

(g) **Coding:** R20

(h) Residential Design Codes Volume 1 (**R-Codes**): The R20 coding is the basis for the future development standards applicable to the site.

(i) Operational Policy 2.2 — Residential Subdivision (**OP 2.2**): Provides guidance for residential subdivision, including lot size variations, lot shape, amenity, and access.

Local planning

4.2 The detailed local strategic planning was largely completed through the ODP to deliver on the purpose and objectives of the zone, as noted above. This settled on the R20 coding of the locality with the endorsement of the ODP on 1 October 2006.

4.3 The ODP originally configured the local road network such that the Subject Site was to be a corner lot with a public street running along the boundary to the POS to the two properties immediately to the north, as illustrated in the extract in **Figure 4** Below (see also **Attachment 5**), instead of the Communal Street being where it was constructed on the opposite boundary. This configuration remained in the reference to the ODP in the more recent endorsement of the structure plan for the village centre component on 18 December 2014 (**Attachment 6**).

4.4 The ODP is now nearly 20 years old and there have been a number of secondary subdivisions, including the similar 2-lot survey strata subdivision on the next street over that also included both a minimum sized lot and an average lot size below the minimum by reference to the requirements in the R-Codes, as noted in paragraph 3.12 above.

Figure 4 – *ODP*

5. Planning assessment process

Planning framework

5.1 The relevant planning framework obviously comprises a broader suite of instruments than referenced in the summary above, most notably the *Planning and Development Act 2005 (WA)* (**PD Act**). The State Administrative Tribunal (**Tribunal**) has set out the list of instruments clearly in numerous decisions, with the relative weightings, being subject to the circumstances of the case.[3]

5.2 In addition to the instruments noted in the particulars above, other pertinent instruments as part of the relevant framework, include *Planning and Development Regulations 2009 (WA)* (**PD Regulations**) and OP 1.1 as addressed further below.

Subdivision discretion

5.3 The power to approve a subdivision is contained in the PD Act.[4]

5.4 The discretion as part of the power to approve a subdivision is unfettered,[5] although the power is to be exercised so as not to conflict with a local planning scheme except in certain circumstances.[6]

Subdivision overarching considerations

5.5 Regulation 21 of the PD Regulations sets out the matters to be considered for an application for subdivision as including:

(a) the size, shape and dimensions of each lot;

(b) the services available to each lot;

(c) drainage of the land;

(d) access to each lot;

[3] See ***Taylor S*** at [14] for a recent and relevant list.
[4] Section 135, PD Act.
[5] The power that arises under section 135 of the PD Act *'is unfettered save that it must be exercised having regard to the scope and purpose of the PD Act'*: ***Martin v Western Australian Planning Commission*** [2018] WASC 42 at [33] (***Martin***).
[6] Section 138, PD Act.

(e) the amount of public open space to be provided;

(f) any relevant planning scheme;

(g) any relevant regulations made by the Minister under the Act; and

(h) any relevant local laws relating to town planning.

5.6 The R-Codes notably are a relevant consideration as incorporated as part of a local planning scheme, as well as being a state planning policy.

<u>R-Codes and the subdivision discretion</u>

5.7 The R-Codes are not to be read prescriptively with respect to subdivisions.

5.8 The recent Tribunal decision of Deputy President Jackson and Senior Member Willey in ***Taylor and Western Australian Planning Commission*** [2023] WASAT 16 (***Taylor 1***), clarified that:

> '*… the R-Codes since at least 2002 and that since **Landpark** the R-Codes have been viewed as providing mere guidance to the respondent in the exercise of its subdivisional powers'*.[7]

5.9 In particular, with respect to subdivisions proposing lots with sizes more than 5% smaller than the minimum and/or minimum average lot size prescribed in the R-Codes, as is the case here, it held that:

> *'Accordingly, to grant subdivisional approval which will allow lots to be created that vary by more than 5% from the Table 1 minimum and average lot sizes will not be a decision that is in conflict (is inconsistent) with the R-Codes, and therefore, the Scheme'* [228].[8]

5.10 Therefore, notwithstanding the provisions of the R-Codes do purport to specifically prescribe how the subdivision power is to be exercised,[9] that is not how they are to be construed.

5.11 The subsequent decision in ***Taylor and Western Australian Planning Commission*** [2023] WASAT 16 (S) (***Taylor S***) set out the process of construing the R-Codes where a '*proposed subdivision does not meet the requirements of the R-Codes*,' clarifying – in circumstances where the requirements at issue are specifically the minimum and minimum average lot size requirements – that, then:

> '*the question at the heart of this matter to be answered is whether, considering all the circumstances and the evidence, it is appropriate in this case to depart from the minimum and average lot areas'*.[10]

5.12 The circumstances contemplated in ***Taylor S*** for the purposes of this question is the matrix of key considerations under the broader planning framework, by reference to the relevant evidence on the proposed subdivision.

5.13 For the reasons set out below, this Application submits that it is appropriate to depart from the minimum average lot size of Proposed Lot 1 and Proposed Lot 2.

---

[7] ***Taylor 1*** at [217].
[8] ***Taylor 1*** at [228].
[9] See for example clause P1.1.2 and P1.1.3 of the R-Codes.
[10] ***Taylor S*** at [80].

6. **Average lot size assessment**

R-Codes considerations

6.1 The average lot size of Proposed Lot 1 and Proposed Lot 2 is 371.5sqm, being less than the 450sqm minimum prescribed as the 'deemed-to-comply' requirement in clause 1.1 in Part D of the R-Codes.

6.2 Noting the findings in ***Taylor 1*** and ***Taylor S***, with respect to the extent to which guidance is taken from the provisions of the R-Codes the following is noted with respect to design principles P1.1.1 to P1.1.3.

P1.1.1

'P1.1.1 Development of the type and density indicated by the density code designated in the scheme.'

6.3 This provision is for residential subdivisions to retain density that is within a consistent range.

6.4 The Application complies with this principle, given the Proposed Lots comply with the minimum lot size. Further, the Proposed Lots are well within the range of lot sizes in the locality. With respect to the matter of the character and built form of the immediate locality, paragraph 3.12 above is repeated.

P1.1.2

'*P1.1.2 The WAPC… may approve the creation of a… survey-strata lot… of a lesser minimum and/or average site area than that specified in Table D provided that… will:*

… vi. achieve specific objectives of the local planning framework'.

6.5 This provision raises various planning factors such that in cases where:

(a) they are relevant; and

(b) can be accommodated;

this is to weigh in favour of a proposed subdivision that would not otherwise meet the 'deemed-to-comply' lot size requirement of the R-Codes.

6.6 With respect to the only relevant factor, the Proposed Lots will '*achieve specific objectives of the local planning framework*', by providing for:

(a) '*additional sustainable urban development within and around existing settlements within the Scheme Area*'; and

(b) a contribution to the stock of small single dwellings, in response to that demand within the community, as cited in the Shire of Augusta-Margaret Local Planning Strategy 2036.

P1.1.3

'*The WAPC… may approve the creation of a survey-strata lot… for an existing authorised grouped dwelling… development of a lesser minimum and average site area than that specified in Table D, where… consistent with the objectives of the relevant design elements of the R-Codes, and the orderly and proper planning of the locality*.'

6.7 The Proposed Lots are consistent with the objective in clause 1.1 in Part D of the R-Codes, which is to facilitate fidelity to the development context. An exercise of discretion to approve the Proposed Lots would be a decision that *'ensure[s] residential development meets community expectations, regarding appearance, use and density*'.

6.8 The appearance and use will be residential, and in any case, the future residential development on the Proposed Lots will be required to be consistent with the R-Codes. With respect to the matter of density, paragraph 6.4 above is repeated.

6.9 With respect to orderly and proper planning, it is submitted that the Proposed Lots will conform with this principle for the reasons noted above with respect to density and by reference to the key considerations under the framework of streetscape, amenity and practical matters such as access.

<u>OP 1.1 and OP 2.2</u>

6.10 OP 1.1 provides general principles for the subdivision of land.

6.11 OP 2.2 also contains relevant policy measures, including with respect to residential subdivision. In particular, clause 4 sets out measures to supplement the guidance on the exercise of discretion for a subdivision, with clause 4.2 specific to the matter of 'lot sizes' and clause 4.3 on lot shape.

6.12 The lot size provisions in OP 2.2, on their face purport to specifically prescribe limits to the discretion in the exercise of the power to approve a proposed subdivision. However, as with the R-Codes, the assessment of a proposed subdivision that does not meet the lot size provisions, is then *'to consider the planning framework more broadly beyond just an assessment of the site areas in the proposed subdivision*'[11] (for this consideration in the Application, see the matters set out in paragraphs 3.5 to 3.12 above and under the conclusion below).

6.13 It is not the case that where a proposed subdivision is below the lot size requirements of the R-Codes, it is then limited to being approved only where the requirements of OP 2.2 are satisfied. This is because that *'would be an inflexible application of policy*'.[12]

6.14 In any case, the lot size provisions in OP 2.2 do provide a basis for the approval of the Proposed Lots below the minimum average lot size in the R-Codes, as they meet all of the relevant criteria, as summarised in Table 1 below.

[11] ***Taylor S*** at [72].
[12] ***Taylor S*** at [66], in reference to ***Landpark Holdings Pty Ltd and Western Australian Planning Commission*** [2007] WASAT 130 at [45].

Table 2 – Clause 4.2 of OP 2.2 of the R-Codes

Subclause	Criteria	Application
4.2.4	*Survey-strata applications proposing variations to lot sizes below the minimum average site area be for non-battleaxe configured lots.*	The Application is not for a batteaxe configuration.
(a)(i)	*The proposal satisfies the relevant design principles of the R-Codes Volume 1 Part D, clause 1.1 Site Area*	The Application satisfies P1.1.1 and is consistent with the intent to P1.1.2 and P1.1.3 to the extent they are applicable, as set out in paragraphs 6.3 to 6.9 above.
4.2.4(b)	*In addition to the criteria at 4.2.4(a), any average lot size variation greater than five per cent meets all of the following criteria*	The Application *is* for an average lot size variation and the variation is greater than 5% and meets all of the relevant criteria in clause 4.2.4(a), as noted in (i) above.
(i)	*A single residential coding of R10 to R35 applies to the land.*	The Subject Site is coded R20.
(ii)	*The site is a corner lot with frontage to two different streets or any other lot with frontage to more than one dedicated street.*	In addition to MacLaren Crescent, the Subject Site faces the Communal Street.
(iii)	*All proposed lots comply with the minimum lot size and frontage requirements specified in the R-Codes Volume 1 Table D.*	The Proposed Lots will comply with the minimum lot size and frontage requirements.
(iv)	*Sufficient width of the proposed lots.*	The Proposed Lots' exceedance of the minimum lot size requirements is matched with rectangular shape with even greater depth, which is also satisfaction of clause 4.3 of OP 2.2 (see paragraphs 6.19 and 6.20 below).
(v)	*The crossovers and driveways to the proposed lots are provided in accordance with Australian Standard (AS) 2890 and the R-Codes Volume 1.*	The Proposed Lots can be developed with compliant driveways.
(vi)	*Any corner truncation, pedestrian access way, vehicle right of way or laneway widening is excluded from the calculation of the minimum lot size.*	The Proposed Lots *do not* involve any variation to the minimum lot size requirement.

Corner Lot and OP 2.2

6.15 In the case that it is not considered the combination of MacLaren Crescent and the Communal Street makes the Subject Site a 'corner lot' to meet the criteria in (ii), this is not fatal to this Application. In these circumstances, the application reverts to a comprehensive assessment against the considerations under the broader planning framework.

6.16 However, it is noted at this juncture that not only does the Communal Street meet the definition of a 'communal street' and in turn the definition of 'street' in the R-Codes, the Communal Street was intended under the strategic planning to be a street and the Subject Site a corner block, as set out in the ODP and the Structure Plan (see paragraph 4.3 above).

6.17 Further, the combination of the Communal Street and the POS on either side of the Subject Site, combine to the effect that it is a parent lot that achieves, if not exceeds, the intent of the 'corner lot' criteria in clause 4.2.4(b)(ii) of OP 2.2. That is, the Communal Street and POS reduce the massing of the Proposed Lots to the streetscape, by providing increased separation and an additional interface with the public realm, which fulfils the intent of this criterion. This ensures the Proposed Lots will achieve the objectives of the relevant design elements of the R-Codes, including community expectations in regard to appearance, use and density, as part of the future development of dwellings.

6.18 To the extent there is reference to the broader intent of the criteria in clause 4.2 of OP 2.2, it is clear that sufficient width of the street frontage is a principal consideration and in this respect, it is highlighted that the Subject Site has more than sufficient frontage to MacLaren Crescent, being an amount that would exceed the minimum requirements for 3 lots.

Lot shape

6.19 The Proposed Lots will better achieve the mandate for residential lots to have '*greater depth than width to maximise space for outdoor living, gardens and trees, privacy, amenity and street frontage',* under clause 4.3 of OP 2.2.

6.20 The unique pre-existing configuration of the Subject Site in this respect, again means it is particularly well suited for a subdivision given this will bring it into compliance with this provision. The accommodation of a second dwelling on the Subject Site will provide both with sufficient depth for outdoor living, gardens and trees, privacy and amenity further to achieving compliance with this clause.

7. Justification and conclusion

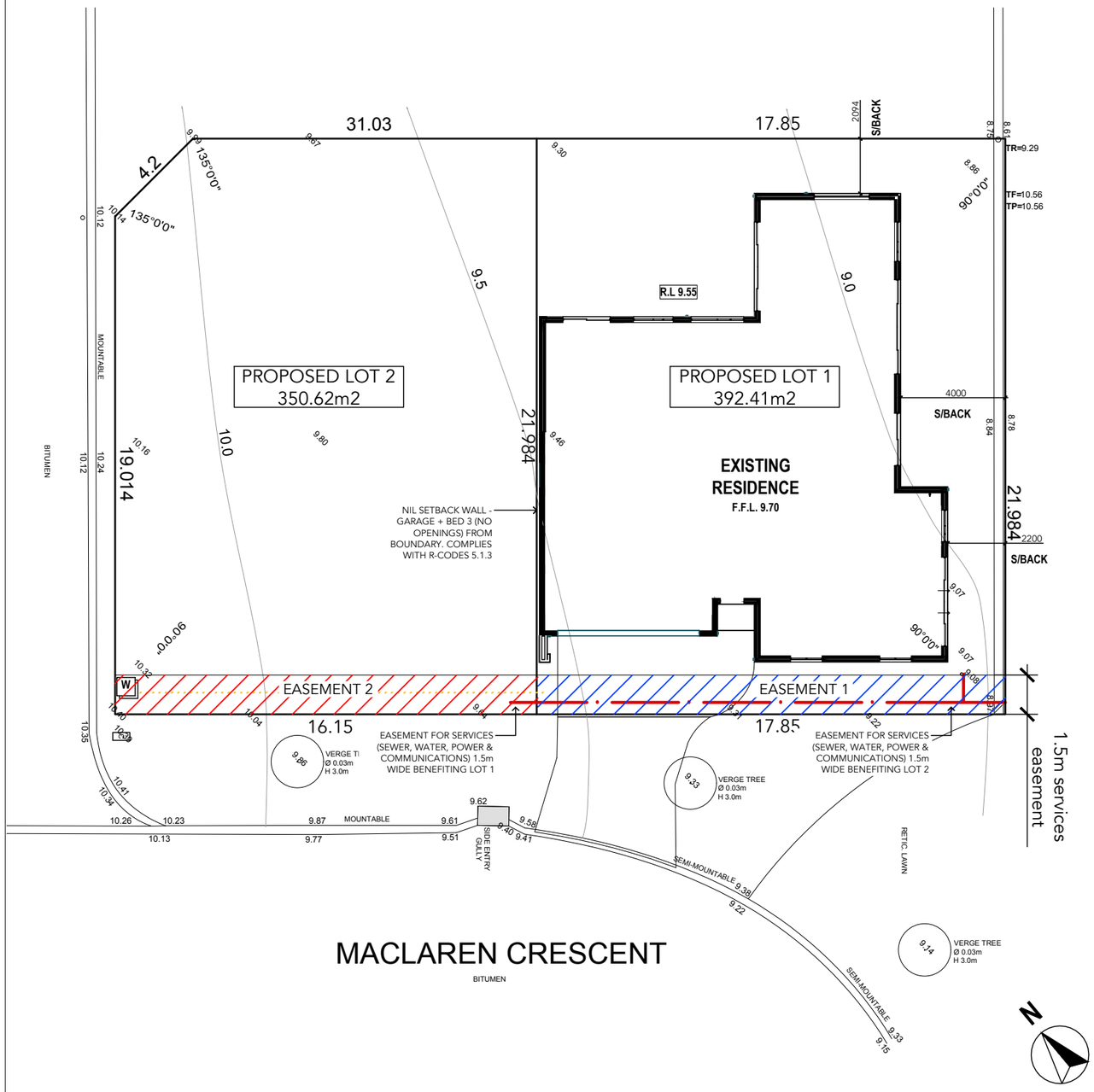
7.1 In considering the planning framework more broadly beyond a narrow assessment of lot size, the Application demonstrates alignment with the strategic intent of the Future Development zone and the endorsed ODP for the locality. The subdivision proposal supports infill development within an established residential estate, consistent with recent infill subdivisions, utilising existing infrastructure and services efficiently while contributing to housing diversity.

7.2 The Subject Site's unique configuration — extensive street frontage, multiple interfaces with the public realm, and adjacency to public open space — enhances its suitability for subdivision. The Proposed Lots maintain compliance with minimum lot size and frontage requirements, and their presentation to the streetscape, as well as shape and orientation support a high-quality residential outcome, if not an improved outcome. The Application also responds positively to amenity and character of the locality, as well as passive surveillance objectives.

7.3 The unique circumstances of the Subject Site, including those matters noted in paragraphs 6.17 and 6.20 above, mean that the basis for an exercise of discretion to depart from any relevant policy provisions to approve the Proposed Lots, are so exclusive that it would all but remove the possibility of there being future applications in the locality that are undistinguishable.

7.4 Importantly, the proposal reflects orderly and proper planning, as it respects the established urban form, will ultimately deliver a compatible built outcome, and satisfies the broader policy objectives of the R- Codes, OP 2.2 and the Local Planning Strategy. In light of these considerations, the variation to the average lot size is justified and it is submitted that the approval of the Application is merited.

Attachment 1 – Plan of Subdivision



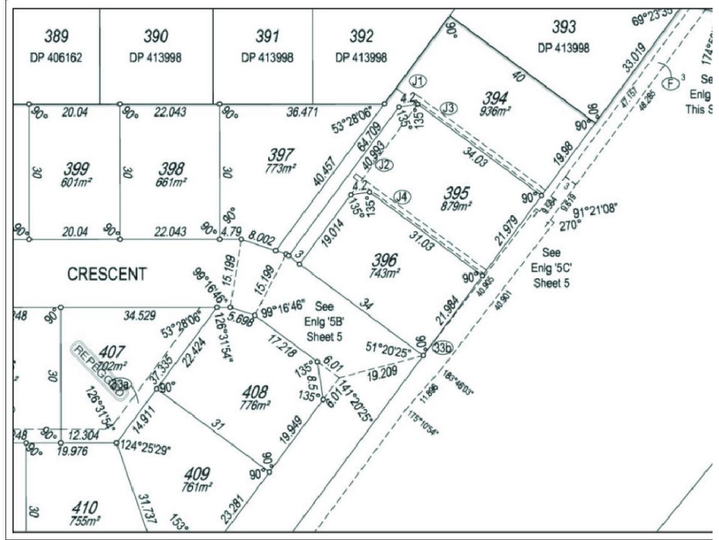
LEGEND

- EXISTING BOUNDARY
- PROPOSED BOUNDARY
- UTILITIES
- SEWER
- SERVICES EASEMENT FOR LOT 1 1.5m WIDE BENEFITING LOT 2
- SERVICES EASEMENT FOR LOT 2 1.5m WIDE BENEFITING LOT 1

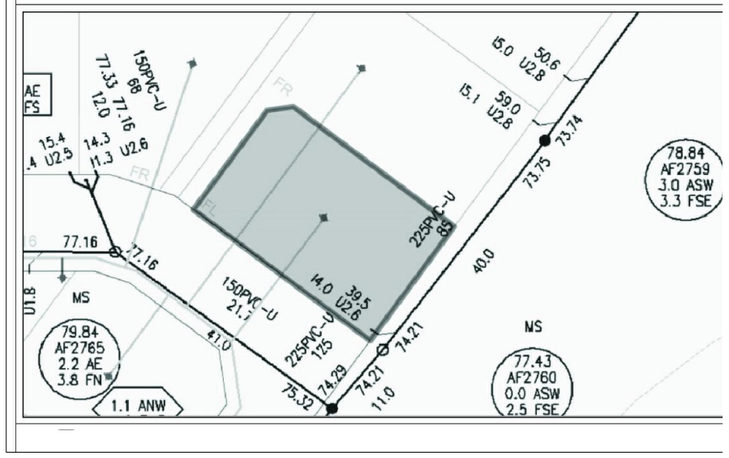
Scale 1:200 @ A3

0 2 4 6 8

LOT Lot 396 (DP 424708)
ADDRESS #17 Maclaren Crescent, Margaret River
LGA SHIRE OF AUGUSTA-MARGARET RIVER



ELEC.	U/Ground	**SEWER**	Yes	**ROADS**	Bitumen	**COASTAL**	No (Approx. Only - Confirm With Sh
GAS	Check Alinta	**COMMS**	Yes	**PATH**	Nil	**SOIL**	Gravel, Clay(Poss)
WATER	Yes	**DRAINAGE**	Poor	**KERBS**	Mountable / Semi-Mount	**VEG.**	Light Grass Cove



ISSUE	DATE	REV

TITLE
Proposed 2 Lot Survey-Strata Subdivision

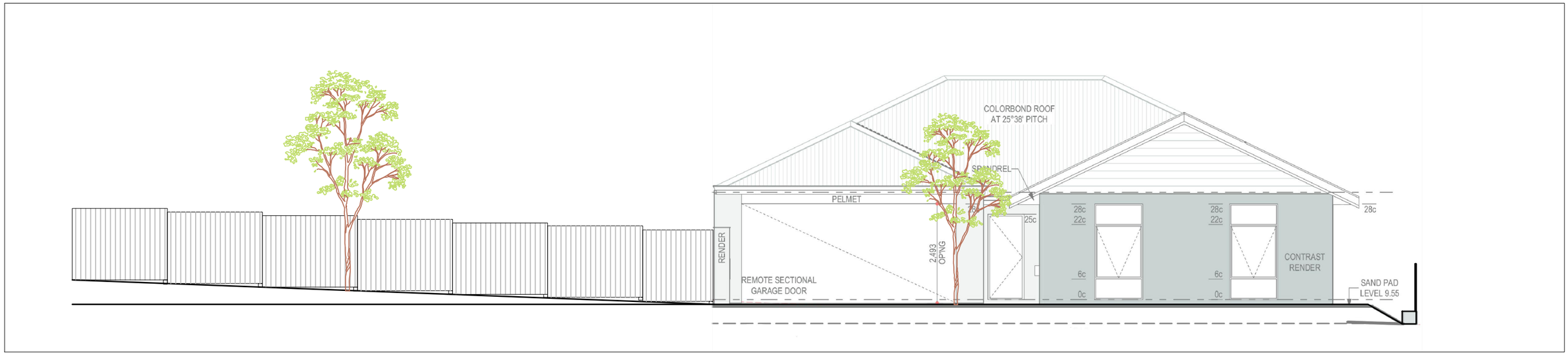
ADDRESS
Lot 396 (DP 424708)
#17 Maclaren Crescent, Margaret River
SHIRE OF AUGUSTA-MARGARET RIVER

CLIENT
Moshe Phillips

DRAWN BY	DATE	SCALE
NMA	30.09.25	1:200 @ A3

DWG NO
PH001_A

Attachment 2 – Street Elevation



Primary Street Elevation - Existing Residence with Proposed Front Fence (Pre-Subdivision Context) 1:100 @ A3

NOTE: Elevation depicts existing residence and
proposed front fence in pre-subdivision condition.
Street trees and verge levels shown indicative only.

ISSUE	DATE	REV

TITLE
Proposed 2 Lot Survey-Strata Subdivision - Primary Street Elevation

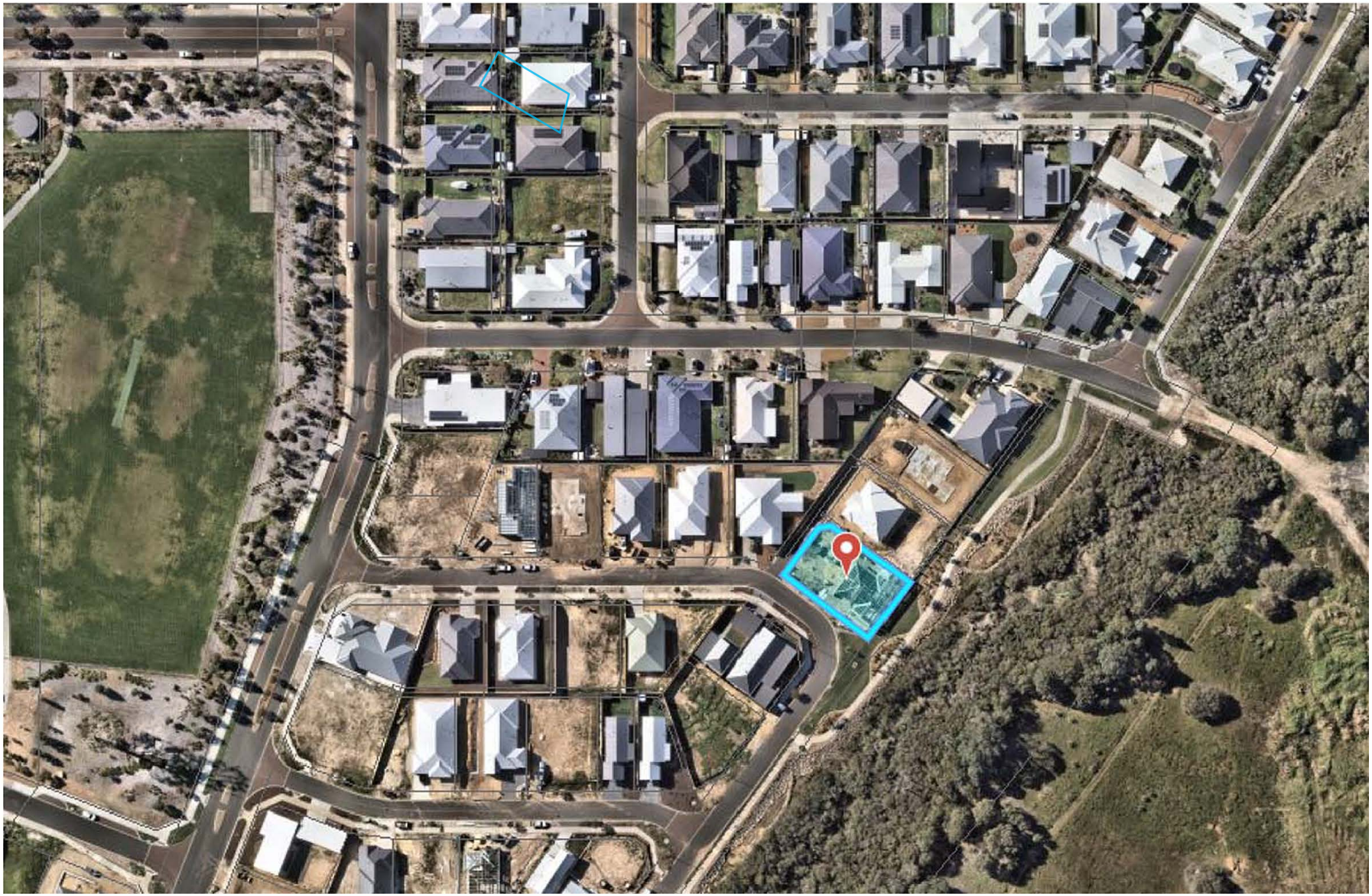
ADDRESS
Lot 396 (DP 424708)
#17 Maclaren Crescent, Margaret River
SHIRE OF AUGUSTA-MARGARET RIVER

CLIENT
Moshe Phillips

DRAWN BY	DATE	SCALE
NMA	30.09.25	1:100 @ A3

DWG NO
PH001_B

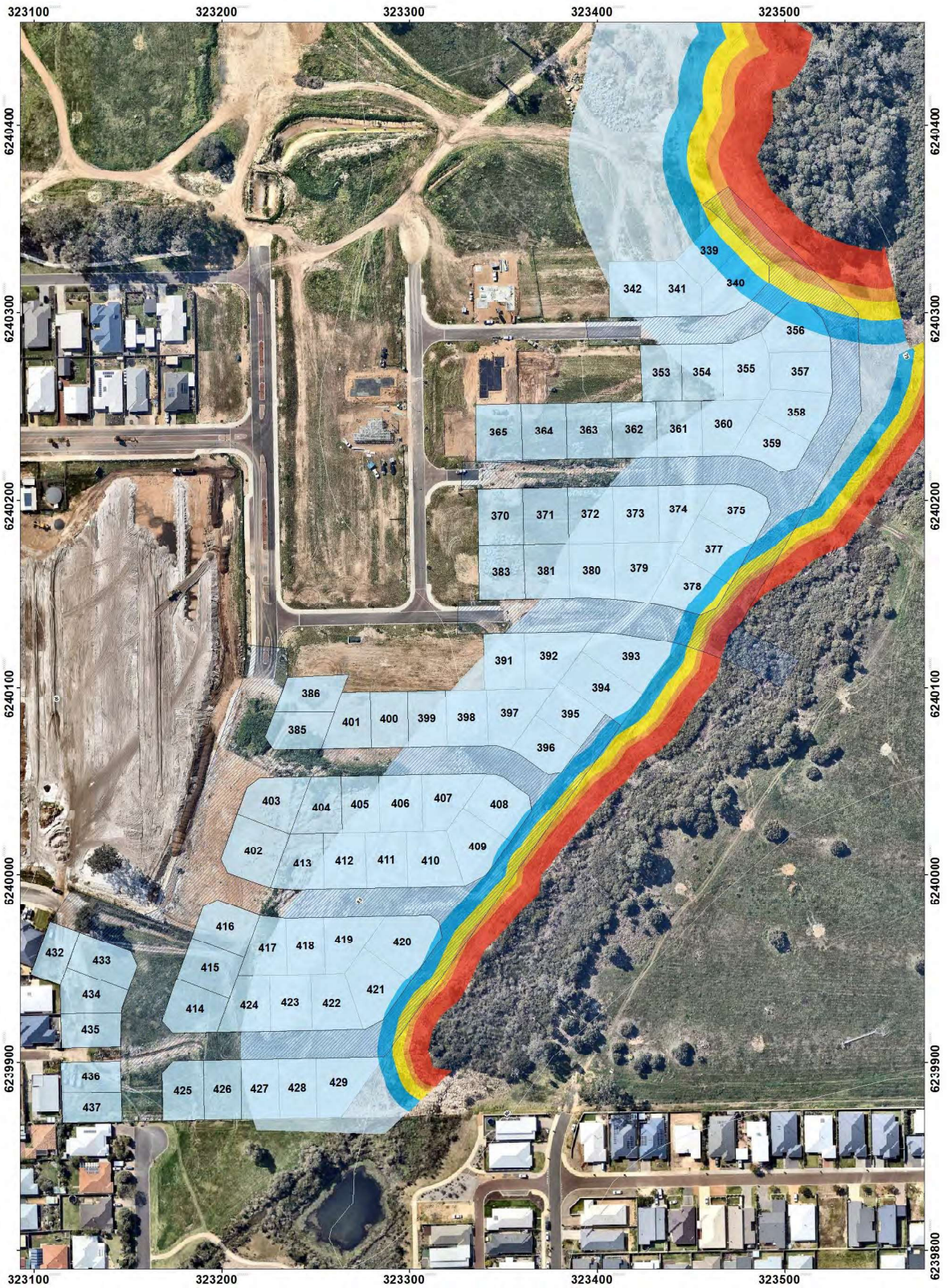
Attachment 3 – Locality Aerial



SUP / LANDGATE | Cadastre data copyright © Western Australian Land Information Author

Attachment 4 – Bushfire Attack Level (BAL) Contour Map

BALS AND ACKNOWLEDGEMENT OF RECEIPT OF BUSHFIRE MANAGEMENT PLAN



Map 3: BAL Contours **Project Address: Rapids Landings Stage 6b, 7 & 10**

Scale: 1:1,000

0 15 30 60 90 Meters

N

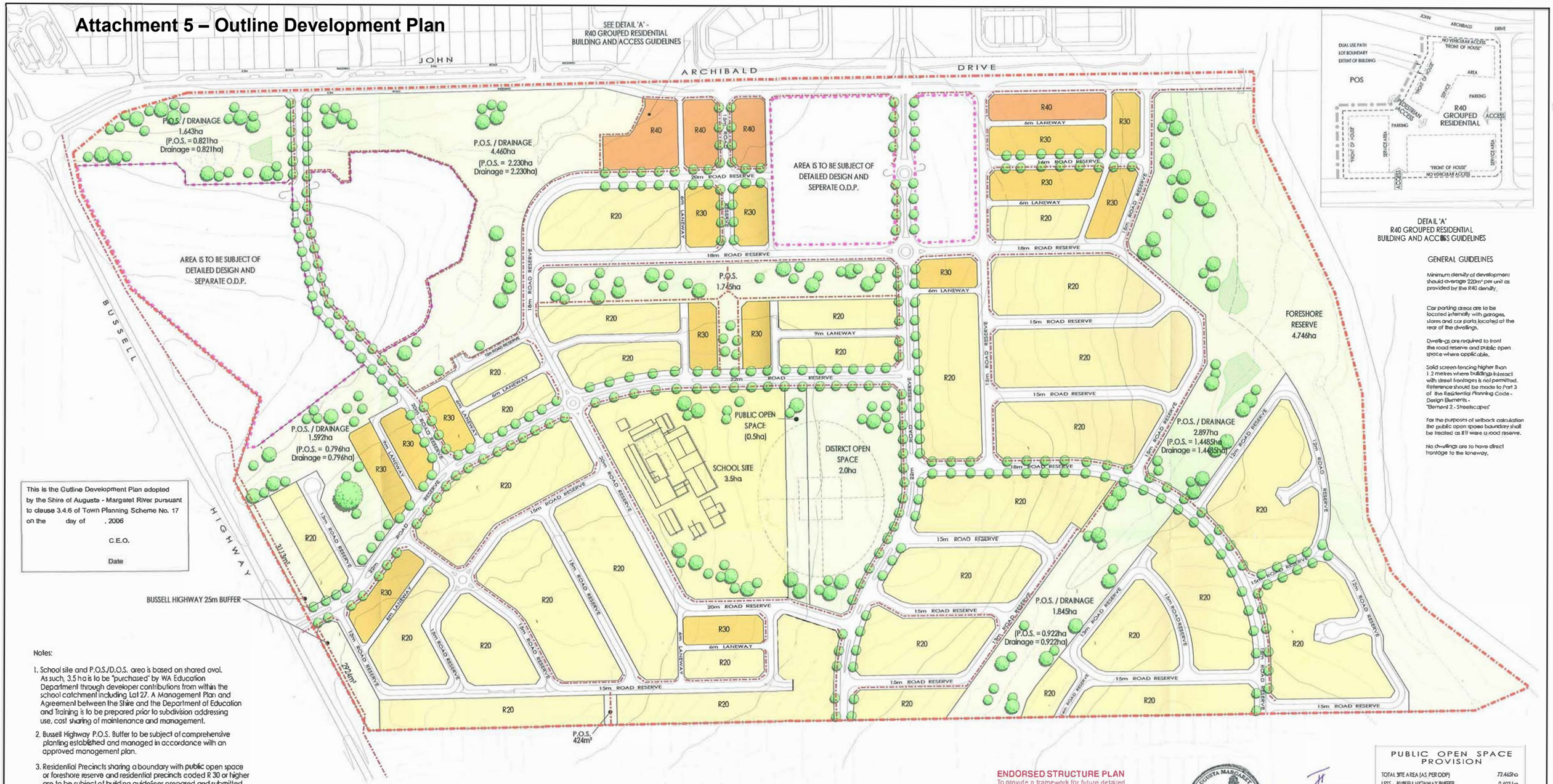
Projection - MGA50
Datum - GDA94
December 2017
Prepared by G McMahon
17447

Proposed Lots
Proposed Road Layout

BAL-FZ
BAL-40
BAL-29
BAL-19
BAL-12.5

ecosystem solutions
www.ecosystemsolutions.com.au
(08) 9759 1960

Attachment 5 – Outline Development Plan



This is the Outline Development Plan adopted by the Shire of Augusta - Margaret River pursuant to clause 3.4.6 of Town Planning Scheme No. 17 on the day of . 2006

C.E.O.

Date

Notes:

1. School site and P.O.S./D.O.S. area is based on shared oval. As such, 3.5 ha is to be "purchased" by WA Education Department through developer contributions from within the school catchment including Lot 27. A Management Plan and Agreement between the Shire and the Department of Education and Training is to be prepared prior to subdivision addressing use, cost sharing of maintenance and management.
2. Bussell Highway P.O.S. Buffer to be subject of comprehensive planting established and managed in accordance with an approved management plan.
3. Residential Precincts sharing a boundary with public open space or foreshore reserve and residential precincts coded R 30 or higher are to be subject of building guidelines prepared and submitted for approval in conjunction with subdivision applications.
4. Development of Public Open Space / Drainage areas to be undertaken in accordance with the approved Public Open Space Plan and management plans as the staging of the subdivision proceeds.
5. Footpath alignments may change within public open space areas to reflect final P.O.S. design and management plans.
6. The drainage management strategy for the site is to introduce water sensitive design methodology and is to investigate the provision of on site rainwater storage via under eaves tanks or similar. The subdivider is to prepare a compliance strategy, which may include guidelines, covenants and rebates, for consideration at the sub-division stage.
7. Roads with median islands to be subject to detailed design to accommodate access needs to lots and intersections at the engineering design stage.
8. Additional footpaths to be determined at engineering design stage.
9. The storm water management plan is to be designed to the satisfaction of Council, Department of Environment and the Department of Indigenous Affairs.
10. The proposed design of John Archibald Drive is to be finalized prior to the subdivision of Lot 27 and to incorporate setbacks of 30m from any Aboriginal listed heritage item. This may require alterations to the design of Lot 27 to allow for setbacks where the road reserve encroaches within 30m.
11. At the subdivision stage, detailed area plans will incorporate provision for rubbish bin pad locations.
12. The design of John Archibald Drive is indicative only.
13. Direct access to John Archibald Drive from residential lots is not permitted.
14. The WAPC will require as a condition of subdivision, that the District Open Space (DOS) is to be ceded free of cost. A contribution plan is to be prepared in conjunction with the owner of the subject land and endorsed by the Shire and WAPC, which details the contributions required from all land owners in the East Margaret River Structure Plan Area, to provide for the purchase and maintenance of the DOS, prior to sub-division approvals being issued.
15. Engineering design of the subdivision stage is to address traffic management on roads surrounding the School Site and District Open Space including provision for pick-up and set-down, parking, pedestrian movements and bus parking.
16. Final sizes and locations of stormwater basins subject to engineering design of sub-division stage.
17. That the provision of P.O.S. to be consistent with a P.O.S plan (as approved by the AMRSC and WAPC). The P.O.S. plan outlines for each type of P.O.S.; indication of area dedicated to each management type; predominant use; level of access; requirement for management plans; facilities provided by subdivision; water requirements; timing of its establishment; develop management time frame and hand over year to council.

ENDORSED STRUCTURE PLAN
To provide a framework for future detailed planning at the subdivision and development stage.
Date / / 2006
Delegated under s.16 of the Planning & Development Act 2005

SHIRE OF AUGUSTA MARGARET RIVER COUNCIL • LEAD • ACHIEVE • COMMON SEAL

Shire President

PUBLIC OPEN SPACE PROVISION

TOTAL SITE AREA (AS PER ODP)	72.465ha
LESS - BUSSELL HIGHWAY BUFFER	0.603 ha
- SCHOOL SITE	3.500 ha
- FORESHORE RESERVE	4.746 ha
- JOHN ARCHIBALD DRIVE	1.592 ha
- 50% DRAINAGE	6.212 ha
TOTAL DEDUCTION	16.653 ha
NETT SUBDIVISABLE AREA	55.812 ha
10% P.O.S. REQUIREMENT	5.581 ha
- P.O.S (INCLUDING 50% CREDIT FOR P.O.S)	8.501 ha
- DISTRICT OPEN SPACE	2.0 ha
TOTAL P.O.S.	10.501 ha (18.8%)

METRES 0 50 100 150 200 250

Rev-Ision	Date	Re Item
G	25/9/2006	Reconfigure 11m laneway to 14m Road
F	21/9/2006	Reconfigure megastore/villa/flats with Brookfield - east of POS
E	18/9/2006	Extend road reserve on western side adjacent to POS
D	14/9/2006	Add road reserve on western side adjacent to POS; edit notes
C	28/8/2006	Recontig S-W lots; Add detail 'A'
B	8/8/2006	General Update
A	22/2/2006	Issued to Shire for Approval

LEGEND

SUBJECT SITE
1m CONTOURS
DUAL USE PATH
PUBLIC OPEN SPACE — P.O.S.
R20 LOTS — R20
R30 LOTS — R20
R40 LOTS — R40
EXTENT OF INUNDATION FOR 1:100YR FLOOD EVENT
FORESHORE RESERVE
AREA IS TO BE SUBJECT OF DETAILED DESIGN AND SEPARATE ODP

NOTES

Surround Contours supplied by Department of Land Administration and Hugo Spatial Lot 27 Features Survey compiled by Hugo Spatial based on Aerial Photography 6th April 2003. Datum: GDA94 MGA Grid; MGA, Contour Interval 1m, Accuracy of contours +/- 0.3m. Areas and dimensions shown are subject to final survey calculations. All Contours are shown for illustrative purposes only and are subject to detailed engineering design.

The copyright presented in this plan remains the © copyright of KOLTASZ SMITH. No copies in whole or in part may be made without KOLTASZ SMITH permission.

Institute of Surveyors Australia Member Surveyor Stamp

LESTER GROUP P/L : CLIENT
1:2,000 @ A1, 1:4000 @ A3 : SCALE
25 September 2006 : DATE
dw-10997.4-012 : PLAN No
G : REVISION
P.G : PLANNER
B.L : DRAWN

OUTLINE DEVELOPMENT PLAN
PROPOSAL TO DEVELOP LOT 27 BUSSELL HIGHWAY, MARGARET RIVER

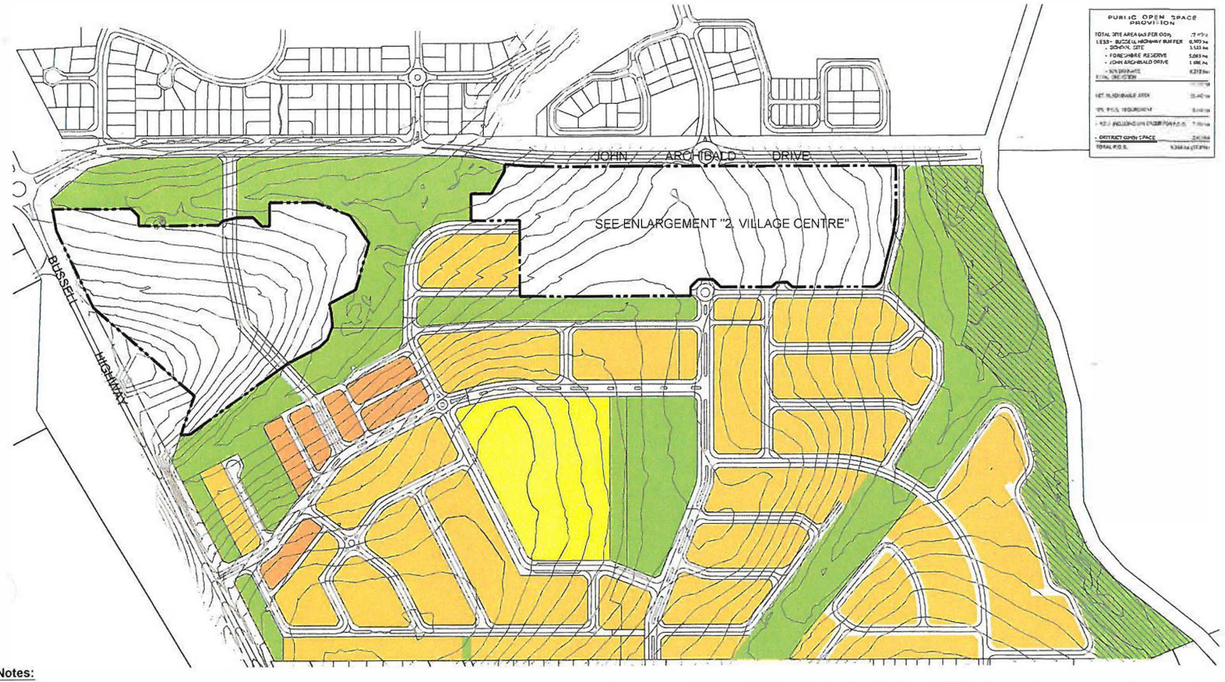
BUSSELTON
1/8 Prince Street BUSSELTON
P.O.Box 749 BUSSELTON
Western Australia 6280
Tel. (08) 9754 2878
Fax. (08) 9754 2085
Email: busselton@koltasz.com.au

koltasz smith
TOWN PLANNING • PROJECT MANAGEMENT
URBAN DESIGN • DEVELOPMENT CONSULTING

© copyright of KOLTASZ SMITH. No copies in whole or in part may be made without KOLTASZ SMITH permission.

Attachment 6 – Structure Plan – Village Centre

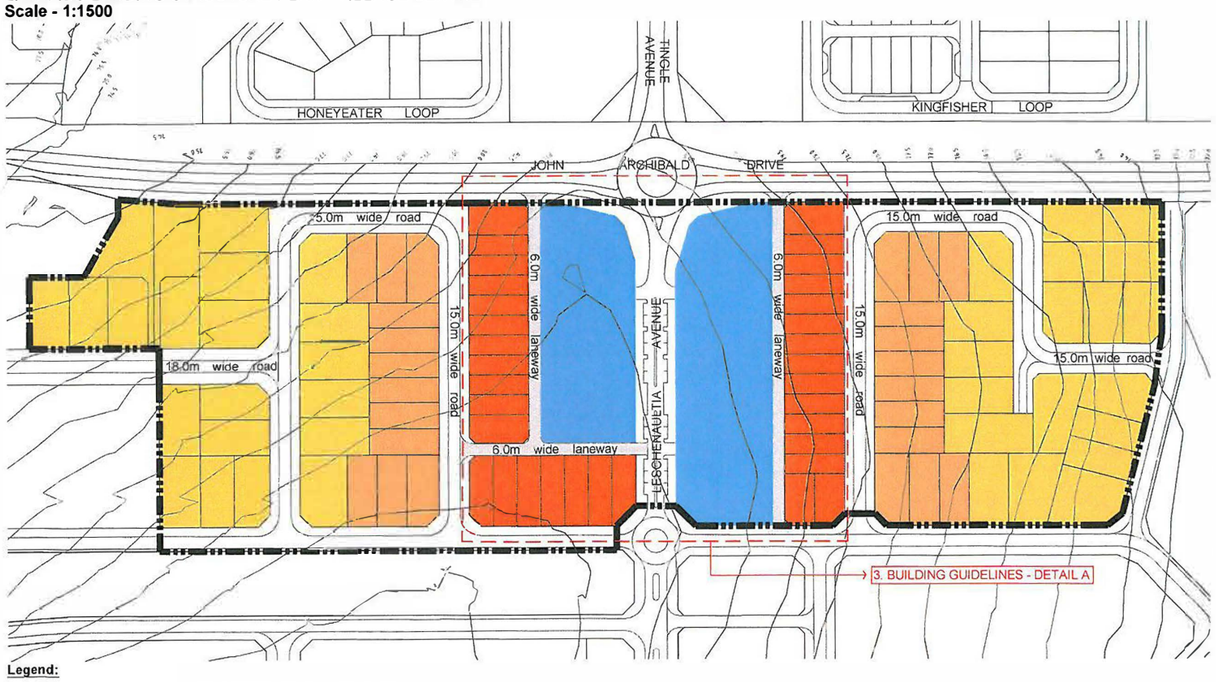
1. RAPIDS LANDING OUTLINE DEVELOPMENT PLAN - EXISTING
Scale - 1:4000



Notes:

1. School site and P.O.S./D.O.S. area is based on shared oval. As such, 3.5 ha is to be "purchased" by WA Education Department through developer contributions from within the school catchment including Lot 27. A Management Plan and Agreement between the Shire and the Department of Education and Training is to be prepared prior to subdivision addressing use, cost sharing of maintenance and management.
2. Bussell Highway P.O.S. Buffer to be subject of comprehensive planting established and managed in accordance with an approved management plan.
3. Residential Precincts sharing a boundary with public open space or foreshore reserve and residential precincts coded R 30 or higher are to be subject of building guidelines prepared and submitted for approval in conjunction with subdivision applications.
4. Development of Public Open Space / Drainage areas to be undertaken in accordance with the approved Public Open Space Plan and management plans as the staging of the subdivision proceeds.
5. Footpath alignments may change within public open space areas to reflect final P.O.S. design and management plans.
6. The drainage management strategy for the site is to introduce water sensitive design methodology and is to investigate the provision of on site rainwater storage via under eaves tanks or similar. The subdivider is to prepare a compliance strategy, which may include guidelines, covenants and rebates, for consideration at the subdivision stage.
7. Roads with median islands to be subject to detailed design to accommodate access needs to lots and intersections at the engineering design stage.
8. Additional footpaths to be determined at engineering design stage.
9. The storm water management plan is to be designed to the satisfaction of Council, Department of Environment and the Department of Indigenous Affairs.
10. The proposed design of John Archibald Drive is to be finalized prior to the subdivision of Lot 27 and to incorporate setbacks of 30m from any Aboriginal listed heritage item. This may require alterations to the design of Lot 27 to allow for setbacks where the road reserve encroaches within 30m.
11. At the subdivision stage, detailed area plans will incorporate provision for rubbish bin pad locations.
12. The design of John Archibald Drive is indicative only.
13. Direct access to John Archibald Drive from residential lots is not permitted.
14. The WAPC will require as a condition of subdivision, that the District Open Space (DOS) is to be ceded free of cost. A contribution plan is to be prepared in conjunction with the owner of the subject land and endorsed by the Shire and WAPC, which details the contributions required from all land owners in the East Margaret River Structure Plan Area, to provide for the purchase and maintenance of the DOS, prior to subdivision approvals being issued.
15. Engineering design at the subdivision stage is to address traffic management on roads surrounding the School Site and District Open Space including provision for pick-up and set-down, parking, pedestrian movements and bus parking.
16. Final sizes and locations of stormwater basins subject to engineering design at subdivision stage.
17. That the provision of P.O.S. to be consistent with a P.O.S plan (as approved by the AMRSC and WAPC). The P.O.S. plan outlines for each type of P.O.S.: indication of area dedicated to each management type; predominant use; level of access; requirement for management plans; facilities provided by subdivision; water requirements; timing of its establishment; develop management time frame and hand over year to council.

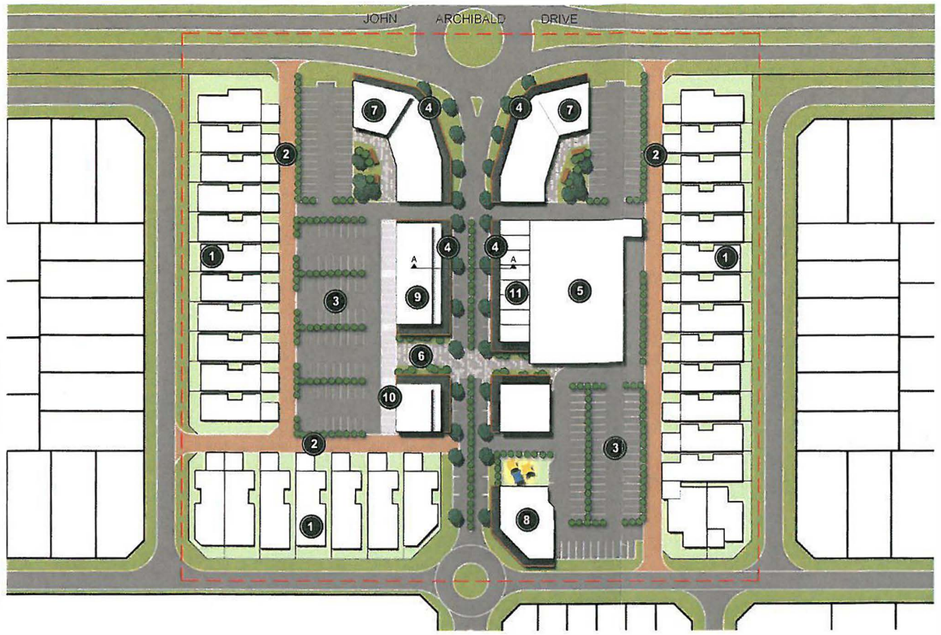
2. RAPIDS LANDING STRUCTURE PLAN - VILLAGE CENTRE
Scale - 1:1500



Legend:

- Structure Plan Area
- Residential - R20 Lots
- Residential - R30 Lots
- Residential - R30 / R40 Lots
- Village Centre

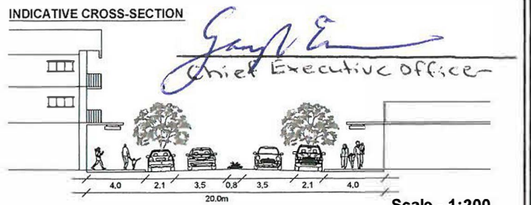
3. BUILDING GUIDELINES - DETAIL A
Scale - 1:1000



LEGEND

1. R30 Lots to be rear loaded and front the local access streets.
2. Rear laneway to service R30 residential and provide access to commercial / retail parking.
3. Retail / commercial car parking to be located to the rear of the main street facade.
4. Awnings to extend into the road reserve along John Archibald Drive and Leschenaultia Avenue.
5. Preferred supermarket location.
6. Potential open plaza / local gathering place.
7. 2 storey building / facade element to frame main street intersection.
8. Possible childcare / community building location.
9. Mixed use precinct with ground floor retail and 1-2 levels of residential.
10. Possible undercroft car parking.
11. Active retail frontage to Leschenaultia Avenue.

INDICATIVE CROSS-SECTION



Scale - 1:200

Chief Executive Officer

4. PLANNING POLICY STATEMENTS - VILLAGE CENTRE

General

1. The endorsed Structure Plan provides a framework for future subdivision and development of the subject land and shall be read in conjunction with the Shire of Augusta-Margaret River Local Planning Scheme No. 1. The provisions of this plan shall also be read in conjunction with the accompanying explanatory report.
2. The submission of any development application over land within the Village Centre zone is to contain the following details (where relevant) to satisfy the planning requirements of this precinct:
   a. Built form outcomes, including any signage strategy for the retail/ commercial land uses;
   b. Crime prevention through design i.e. privacy and overlooking;
   c. Preliminary landscape concept;
   d. Proposed internal road network;
   e. Proposed bicycle and pedestrian network;
   f. Car parking allocation (on and off street) and servicing details for all land uses;
   g. The relationship between residential, retail, commercial, recreational, community and other Village Centre uses;
   h. Acoustic considerations i.e. details relating to the buffering, construction methods or similar treatment at the interface of different land uses;
   i. Public open space provision and maintenance arrangements between different landowners; and
   j. Essential infrastructure and stormwater drainage.
3. No further subdivision of the Village Centre zone will be permitted until such time as a development approval has been issued for development within the zone pursuant to Local Planning Scheme No. 1, unless otherwise agreed by the Shire of Augusta-Margaret River and WAPC.
4. Road design, dimensions and descriptions are indicative only, the details of which will be resolved at the subdivision/ development application phase to follow and shall satisfy the relevant engineering standards to the satisfaction of the Shire of Augusta-Margaret River.
5. The following management plans are to be provided by the applicant to support any future subdivision/development application over the structure plan area:
   - Urban Water Management Plan (UWMP);
   - Tree Retention and Protection Plan;
   - Detailed Landscape Plan; and
   - Noise Management Plan.

   A condition of any planning and/ or subdivision approval may be imposed, requiring the implementation of the approved plans to the satisfaction of the Local Government and other relevant State Government agency.
6. A condition of subdivision and/or development may be imposed, requiring the applicant to reasonably contribute to any road upgrading, widening or intersection treatment requirements generated through the development of the land.

Village Centre Retail and Commercial Core

7. Land use permissibility is to be in accordance with the provisions and requirements in Local Planning Scheme No. 1except that the following uses are not permitted: Motor vehicle repairs, industrial uses, service station, funeral parlour and nightclub.
8. The Building Guidelines (Details A) illustrated on the structure plan are indicative only and may vary at the detailed planning stage as further refinement of the design of individual sites occurs. The detail shown provides guidance on the general design principles, which may vary provided acceptable design outcomes can be achieved.
9. Buildings located on the retail trading frontage of the structure plan shall demonstrate the following design requirements:-
   a. Address and provide direct pedestrian access to the street;
   b. Provides a high level of pedestrian amenity and architectural interest through the use of appropriately designed shopfronts or windows on the ground floor frontage;
   c. Consist generally of a continuous facade incorporating continuous awnings and/or colonnades except where broken for public access;
   d. Incorporate a continuous zero front setback for 80% of each shopping or commercial tenancy;
   e. Setbacks to be considered at the road intersection on corner lots to allow the built form to embrace the street corner and provide flexibility in accommodating associated pedestrian and outdoor activities; and
   f. Encourage dwellings/apartments (with appropriate setbacks) over shops, offices, cafes and other ground floor trading uses; and
   g. Upper level balconies and habitable rooms are encouraged to provide passive surveillance over carparks and public open space areas.
10. Car parking is to be located behind the building line and screened from public view. Shade trees within the public car parks are to be planted and protected from damage by cars.
11. Service areas, bin and materials areas, and other mechanical plant such as air conditioners, compressors etc. are to be located away from public areas and adjacent residential uses. Further, they shall be screened from view from streets, car parks and pedestrian access ways by enclosures consistent with the style and material of the building.
12. Landscaping and streetscapes within the public domain i.e. main street, pedestrian connections etc. shall be of a high standard in accordance with a landscape plan to be prepared at the subdivision/development application stage to the satisfaction of the Shire. Any such plans are encouraged to include the use of local endemic species that occur within the relevant vegetation complexes and soil types across the structure plan area.

Residential

13. A specific Detailed Area Plan shall be prepared for the R30/40 precinct as a condition of subdivision. The DAP shall detail consistent building design provisions for this land.

REVISION
Rev A : Update Layout
Rev B : Update Layout and Statistics
Rev C : Update Layout
Rev D : Update Layout
Rev E : Update Layout
Rev F : Update Layout
Rev G : Update Notes
Rev H : Update Layout and Notes
REV I : Minor text change
REV J: Update Layout and Notes
REV K: Update Layout and Notes
REV L : Minor text change

Note:
The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
Site boundaries: RPS
Adjoining information: Landgate
Contours: RPS
Aerial photography: Landgate

ENDORSED STRUCTURE PLAN
To provide a framework for future detailed planning at the subdivision and development stage.
Date 18/12/2014
Delegated under s.16 of the Planning & Development Act 2005

CLIENT
BALWYN MARGARET RIVER PTY LTD

PROJECT
RAPIDS LANDING

RAPIDS LANDING VILLAGE CENTRE STRUCTURE PLAN

Date	04 DECEMBER 2014
Comp By.	BC / KCH
Checked By.	MW
DWG Name.	10997-4-018L.dwg
Job Reference	10997
Local Authority	SHIRE OF AUGUSTA - MARGARET RIVER
Locality	MARGARET RIVER
Scale	N / A
Sheet	A1
Plan Ref	10997-4-018
Rev	L

RPS
RPS Australia East Pty Ltd
ACN 140 292 762
ABN 44 140 292 762

Subiaco Office
3d Station Street
Subiaco WA 6008

T +61 8 9211 1111
F +61 8 9211 1122

W rpsgroup.com.au

© COPYRIGHT STATEMENT THIS PLAN Unauthorised reproduction or amendment not permitted. Please contact the author

Shire of Augusta Margaret River

Planning and Development Act 2005
Local Planning Scheme No. 1

Planning Approval No. P224474

Tangent Nominees Pty Ltd
Shop 1/67-77 Queen St
BUSSELTON WA 6280

Attachment 7 – Development Approval – Single House

Description	Single House
Use Class	SINGLE HOUSE
Location	17 (Lot 396) MacLaren Crescent, Margaret River
Applicant	Tangent Nominees Pty Ltd
Application No	P224474
File No	PTY/14000
Officer	Donald Bothwell
Received on	16 July 2024
Date of Approval/Consent	**20 August 2024**

The Shire has **approved** the abovementioned application subject to the following conditions:

1. The development is to be carried out in compliance with the plans and documentation listed below and endorsed with Council's stamp, except where amended by other conditions of this consent.

Plans and Specifications	Plan P1 – P2 received by the Shire on 16 July 2024 and P3 received 15 August 2024

2. If the development, the subject of this approval, is not substantially commenced within two (2) years from the date of this letter, the approval shall lapse and be of no further effect. Where an approval has lapsed, development is prohibited without further approval being obtained.

3. At all times, all stormwater and drainage run-off from the development shall be detained within the lot boundaries and managed to predevelopment flow regimes and/or disposed offsite by an approved connection to the Shire's drainage system in accordance with the Shire of Augusta Margaret River's Standards & Specifications.

Advice Notes

a) You are advised of the need to comply with the requirements of the following other legislation:
   (i) This is not a Building Permit. A Building Permit must be issued by the relevant Permit Authority before any work commences on site as per the *Building Act 2011*;
   (ii) *Health (Miscellaneous Provisions) Act 1911* and Department requirements in respect to the development and use of the premises; and
   (iii) The *Bush Fires Act 1954* as amended, Section 33(3), Annual Bush Fires Notice applies to this property.

Please Note
Any change of use, amendment to plans or additional development may require further approval by the Shire.

Your Right of Appeal Against this Decision
You have the right to apply to the State Administrative Tribunal for a review of the Shire's decision.

Please note that under Rule 9 of the *State Administrational Rules 2004,* an Application for Review must be made within 28 days of notice of the Shire's decision.

Application for Review forms are available on the State Administrative Tribunal website at http://www.sat.justice.wa.gov.au or by contacting the Tribunal on (08) 9219 3111.

The Shire wishes you well with your development and should you have any queries, please do not hesitate to contact Donald Bothwell on (08) 9780 5213.

Yours faithfully

Matt Slocomb
Coordinator, Planning Services

Acting under delegated authority granted by the Council to the CEO pursuant to Clause 82(1) of the Deemed Provisions of LPS1 and delegated by the CEO pursuant to Clause 83(1) to the Director of Sustainable Development, Manager Planning and Development Services, Coordinator Statutory Planning and Senior Planning Officer.

SITE CLASSIFICATION - CLASS 'S' (REFER TO SITE REPORT FOR DETAILS) WIND LOAD - N1 CORROSION CLASSIFICATION - R3

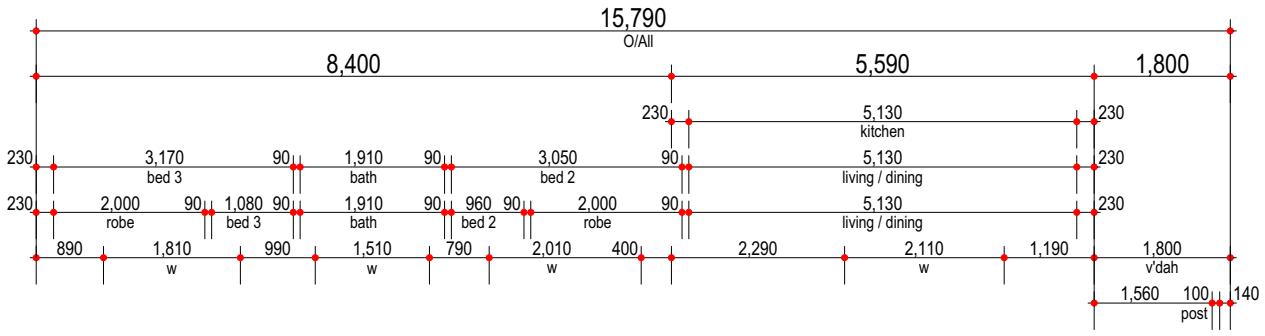
BRICK NOTE
- 2c FACE BRICK TO BE LAID IN THIRD BOND U.N.O

SLAB NOTE
- 100mm SLAB DUE TO 'S' CLASS SITE

BUSHFIRE ATTACK LEVEL - 19

CONSTRUCTION TO COMPLY FULLY W/- AS3959-2018

DO NOT SCALE FROM THIS DRAWING
All Sub-contractors to check dimensions & notes prior to initiating works. Any discrepancies to be notified to the Site Supervisor without delay.
ALL DIMENSIONS TO BRICKWORK.

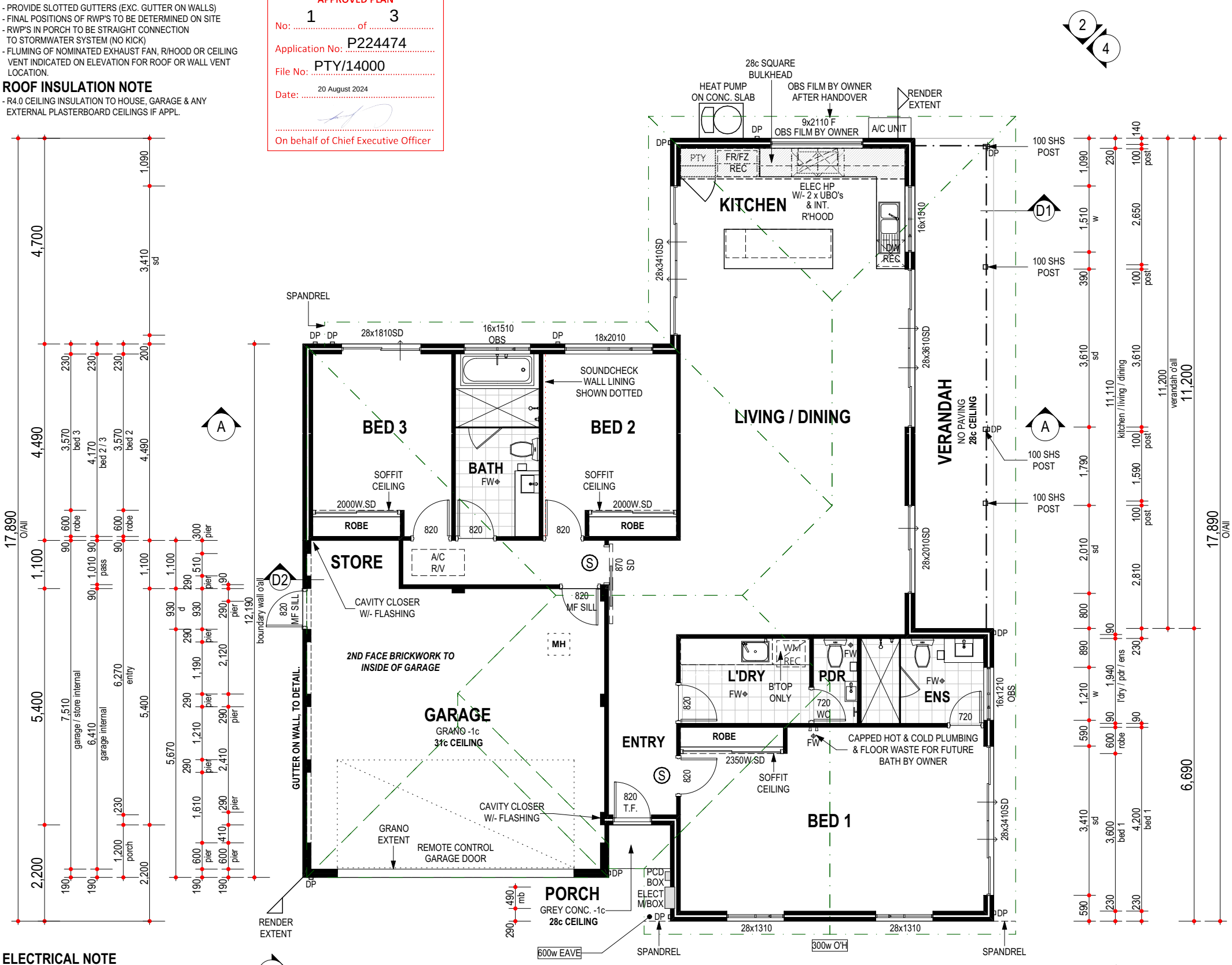


ROOF CARPENTER NOTE
- COLORBOND ROOF, PITCH AT 25°38' W/- 450W EAVES UNO
- TIMBER ROOF CONSTRUCTED IN ACCORDANCE TO AS1684 AND ENGINEERING DETAILS
- CEILINGS AT 31c + PLATE UNLESS NOTED OTHERWISE

ROOF PLUMBER NOTE
- PROVIDE SLOTTED GUTTERS (EXC. GUTTER ON WALLS)
- FINAL POSITIONS OF RWP'S TO BE DETERMINED ON SITE
- RWP'S IN PORCH TO BE STRAIGHT CONNECTION TO STORMWATER SYSTEM (NO KICK)
- FLUMING OF NOMINATED EXHAUST FAN, R/HOOD OR CEILING VENT INDICATED ON ELEVATION FOR ROOF OR WALL VENT LOCATION.

ROOF INSULATION NOTE
- R4.0 CEILING INSULATION TO HOUSE, GARAGE & ANY EXTERNAL PLASTERBOARD CEILINGS IF APPL.

Shire of Augusta Margaret River
APPROVED PLAN
No: 1 of 3
Application No: P224474
File No: PTY/14000
Date: 20 August 2024
On behalf of Chief Executive Officer



ELECTRICAL NOTE
- INTERCONNECTED SMOKE DETECTORS TO COMPLY WITH AS3786-2014 AS INDICATED ON PLAN (S)

FIXING CARPENTER NOTE
- 4 No. 450D SHELVES TO PANTRY AND LINEN UNO
- 450D SHELF & RAIL TO ALL WIR, ROBE & ROBE REC. UNO
- 450D SHELF AT 1700 AFL TO BROOM CUPBOARD, IF ANY

CEILING MATERIAL NOTE
- REFER TO ADDENDA FOR CEILING / EAVE LINING SELECTION

RENDER WALL NOTE
- PROVIDE TIMBER BATTEN TO JUNCTIONS OF RENDERED WALLS & FIBRE CEMENT CEILINGS

TRADES / SUPERVISOR NOTE
- REFER TO STRUCTURAL ENGINEERS DETAILS
- ALL PLANS TO BE READ IN CONJUNCTION WITH ENGINEERS DRAWINGS & STANDARD SPECIFICATION.
- FINAL POSITIONS/NUMBER OF GARAGE PIERS TO BE DETERMINED UPON RECEIPT OF ENG'S CERT. PLANS.

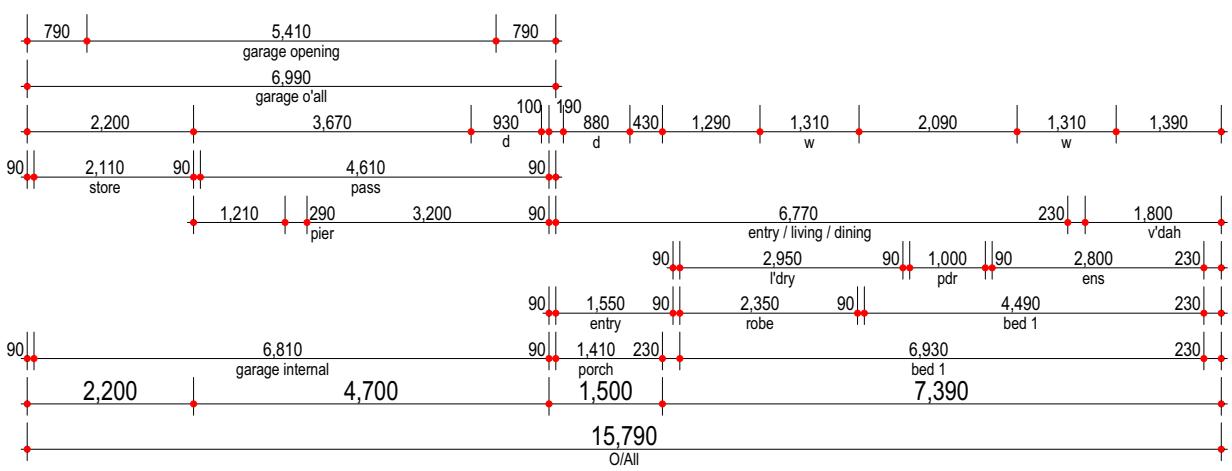
DOOR NOTE
- TOILET DOOR TO COMPLY W/- CLAUSE 3.8.3.3 OF B.C.A VOL. 2
- ALL DOOR & DOOR HARDWARE AS PER ADDENDUM

PLUMBER NOTE
- NO HOBS TO SHOWERS UNLESS SHOWN OTHERWISE.
- PLUMBER TO INSTALL REFLUX VALVE.
- FINAL FLOOR WASTE LOCATIONS TO PLUMBERS DISCRETION.

GARAGE NOTE
- SINGLE LEAF WALL TO GARAGE IS NOT WATERPROOF
- FALL GARAGE SLAB 20mm TOWARDS MAIN GARAGE OP'NG

CONCRETOR/BRK LAYER NOTE
- ALL ISOLATED PIERS AND POSTS TO HAVE FOOTINGS AT -3c UNLESS NOTED OTHERWISE.

AIRCON NOTE
- PROVIDE REVERSE CYCLE AIR CONDITIONING.
- OUTLET POSITIONS TO BE NOMINATED BY SUPPLIER.
- EXTERNAL UNIT NOT TO BE VISIBLE FROM THE STREET.



PROVIDE FLOORING FROM BUILDERS STANDARD RANGE TO LIVING, DINING, KITCHEN, ENTRY, BED PASS, ALL BEDROOMS (INC. ROBES), & STUDIO

PROVIDE BLINDS THROUGHOUT (EXCLUDING WET AREAS)

PROVIDE INTERNAL PAINTING THROUGHOUT (REFER TO COLOUR SELECTION)

FLOOR PLAN

	Area m²	Perim
FLOOR PLAN	164.68	67.36
GARAGE / STORE	48.07	29.38
VERANDAH	20.16	26.00
PORCH	1.41	4.82
	234.32 m²	
ROOF	255.65	

PROPOSED RESIDENCE FOR:
M. PHILLIPS

ADDRESS:
LOT 396 #17 MCLAREN CRESCENT
MARGARET RIVER

DRAWN:	MFL	SCALE:	1:100
DESIGNED:		SHEET:	1 OF 6
CHECKED:	CAW	SIZE:	A3
DATE:	22/05/24		SHG SW
MODEL:	ONE-OFF	JOB N°	168394

Issue Name	Drawn	Date	Issue Name	Drawn	Date
PC VO	CAW	12/07/24			

RECEIVED
By Shire of Augusta Margaret River
16.07.2024

SUMMIT HOMES GROUP

BUILT AROUND PEOPLE

Copyright © 2024 E&OE

BUILD | RENOVATE | DEVELOP

ROOF CARPENTER NOTE

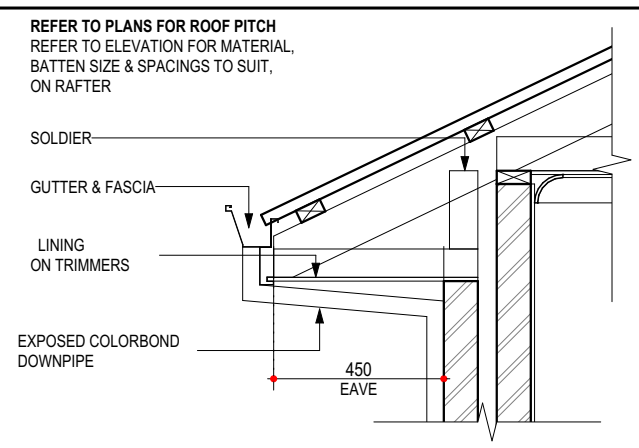
- **COLORBOND/TILED** ROOF, PITCH AT 25°38' W/- 450W EAVES UNO
- TIMBER ROOF CONSTRUCTED IN ACCORDANCE TO AS1684 AND ENGINEERING DETAILS
- CEILINGS AT 31c + PLATE UNLESS NOTED OTHERWISE

WINDOW SUPPLIER NOTE

- SHADED WINDOWS INDICATES OBSCURE GLAZING
- GLAZING DESIGNED & CONSTRUCTED IN ACCORDANCE WITH AS1288

Shire of Augusta Margaret River
APPROVED PLAN
No: 2 of 3
Application No: P224474
File No: PTY/14000
Date: 20 August 2024
On behalf of Chief Executive Officer

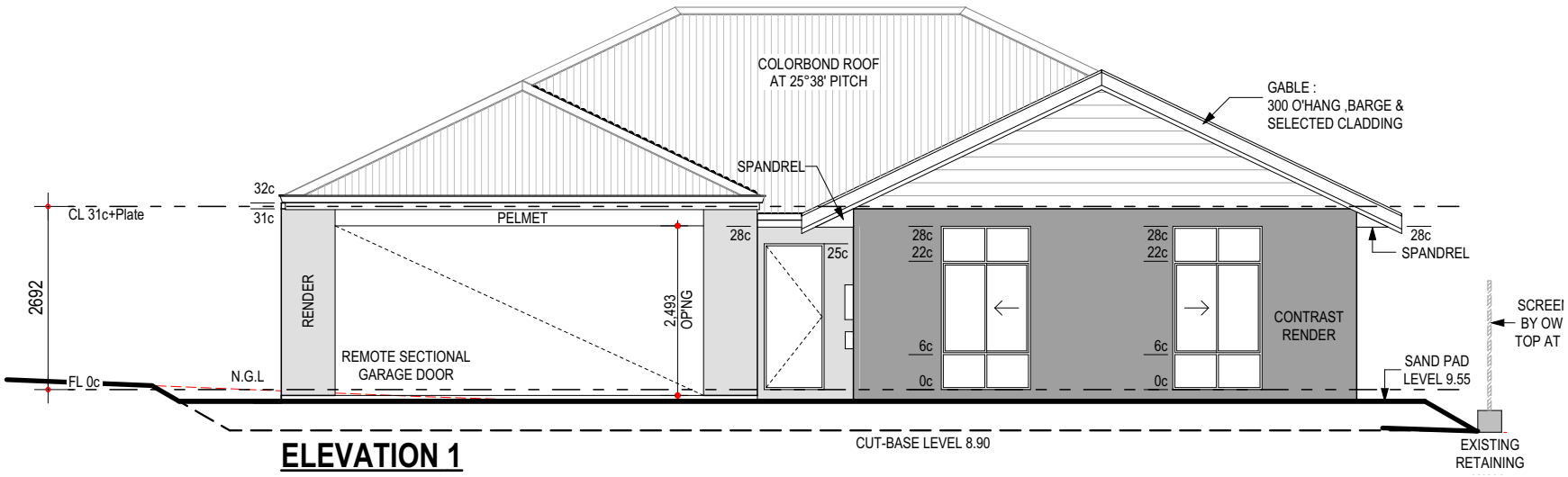
REFER TO PLANS FOR ROOF PITCH
REFER TO ELEVATION FOR MATERIAL, BATTEN SIZE & SPACINGS TO SUIT, ON RAFTER



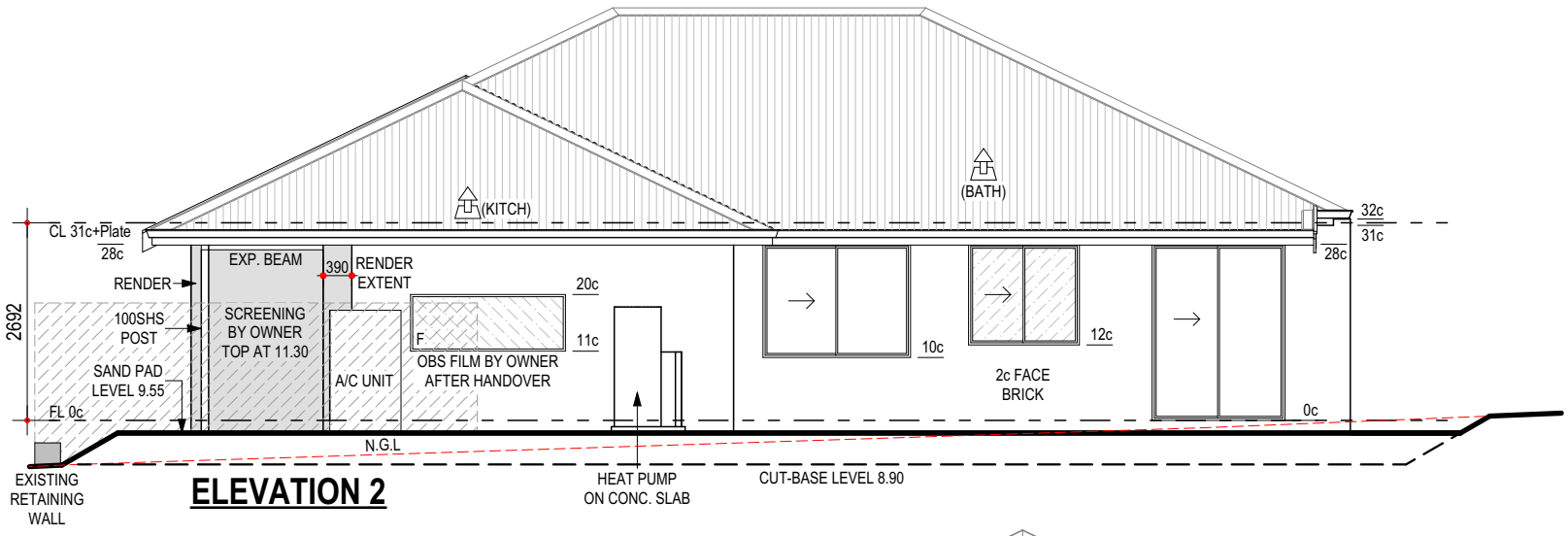
DO NOT SCALE FROM THIS DRAWING
All Sub-contractors to check dimensions & notes prior to initiating works. Any discrepancies to be notified to the Site Supervisor without delay.
ALL DIMENSIONS TO BRICKWORK.

EXPOSED DOWNPIPE TO STD EAVE DETAIL

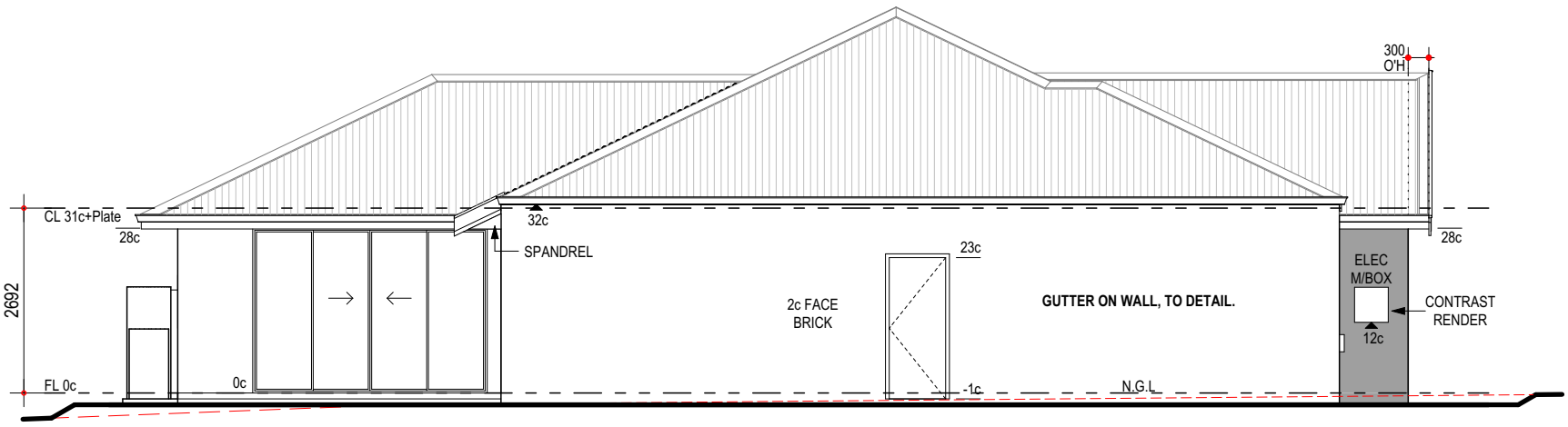
NOTES:
- REFER TO ENGINEERS DRAWINGS FOR TIE DOWN DETAILS & BULKHEAD DETAILS
- WALL THICKNESS & FINISH NOT SHOWN FOR CLARITY. REFER TO PLANS
- TIMBER ROOF CONSTRUCTED IN ACCORDANCE TO AS. 1684
- SCALE 1 : 20



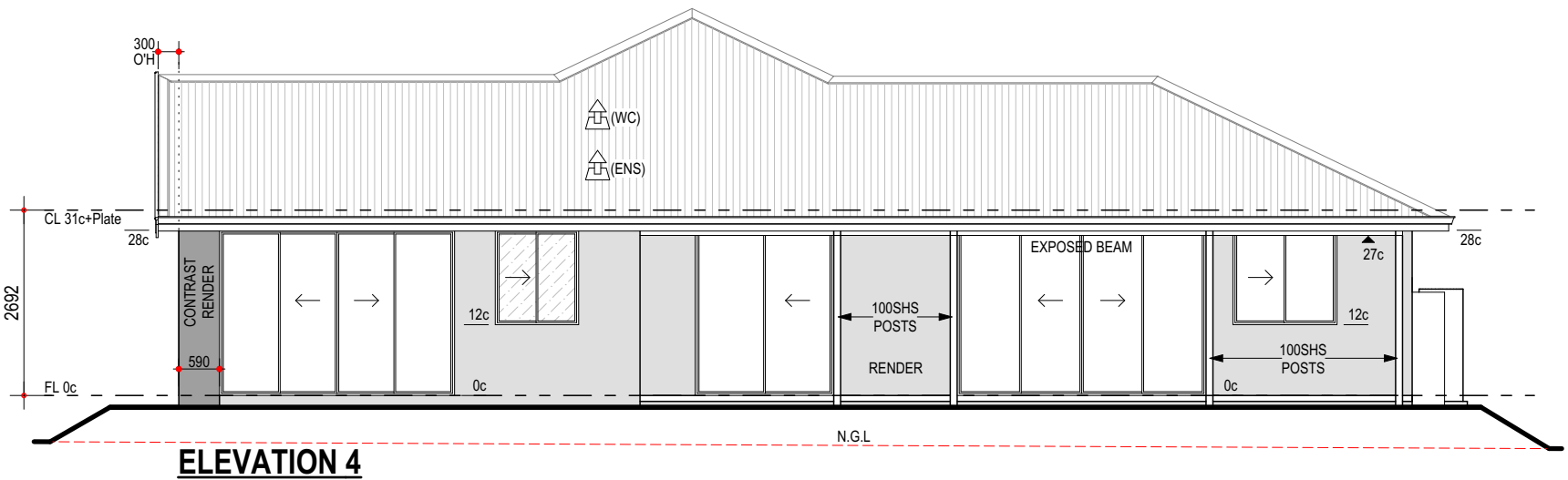
ELEVATION 1



ELEVATION 2



ELEVATION 3



ELEVATION 4

PROPOSED RESIDENCE FOR:
M. PHILLIPS

ADDRESS:
LOT 396 #17 MCLAREN CRESCENT
MARGARET RIVER

DRAWN:	MFL	SCALE:	1:100
DESIGNED:		SHEET:	2 OF 6
CHECKED:	CAW	SIZE:	A3
DATE:	22/05/24	SHG SW	
MODEL:	ONE-OFF	JOB N°	168394

Issue Name	Drawn	Date	Issue Name	Drawn	Date
PC VO	CAW	12/07/24			

RECEIVED
By Shire of Augusta Margaret River
16.07.2024

SUMMIT HOMES GROUP
BUILD | RENOVATE | DEVELOP

BUILT AROUND PEOPLE

Copyright © 2024 E&OE

R-CODES NOTE:
ZONING: R20 (LDP APPLICABLE)
SITE COVERAGE
SITE: 743m²
ALLOWED COVER: 371.5m² (50%)
ACTUAL COVER: 216.58m² (29.15%)
R-CODES VARIATION/PLANNING REQUIRED: YES
- VISUAL PRIVACY TO RHS BOUNDARY
- MIN 4m SETBACK TO POS

BAL 19

GARAGE NOTE:
- FALL GARAGE SLAB 20mm TOWARDS MAIN GARAGE OPENING

PLUMBING NOTE:
- PLUMBING DRAINAGE PLAN DIAGRAMMATIC ONLY. FINAL POSITION TO BE DETERMINED BY PLUMBER ON SITE
- NO HOBS TO SHOWERS UNLESS SHOWN OTHERWISE.
- PLUMBER TO INSTALL REFLUX VALVE, IF REQUIRED.

NOTE:
- PROVIDE CONDUIT & DRAW WIRE IN COMMON TRENCH TO METER BOX

TERMITE NOTE:
- PROVIDE RETICULATED TERMITE TREATMENT SHOWN AS

STORMWATER:
- INTERCONNECTED SOAKWELLS BY BUILDER. ALL STORMWATER & SURFACE WATER DRAINAGE TO BE INSTALLED IN ACCORDANCE W/- NCC VOL 2, A.S. 3500.3:2003 & LOCAL AUTHORITY REQUIREMENTS. OVERFLOW TO COUNCIL DRAINAGE SYSTEM VIA SILT PIT.

Soak Well Type	No.	
SW 1500x1200	2	4.2 m3
Total Capacity		4.2 m3
Roof Area GF		255.6 m2
Total Area		**255.6 m2**
Capacity Required (Area x 0.0153)		**3.9 m3**
Extra Capacity Provided		**0.3 m3**

SEWER RUN CALCULATOR:

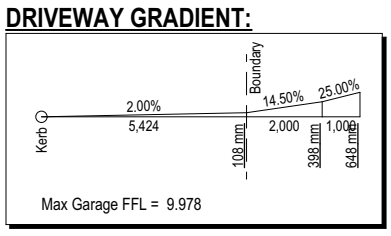
Residence	1
F.F.L.	10.1
Sewer Invert	5.6
Sewer Length	4
Height	3833.33

SLAB NOTE
PROVIDE 100mm THICK SLAB AS PER ENG. DETAILS

DO NOT SCALE FROM THIS DRAWING
All Sub-contractors to check dimensions & notes prior to initiating works. Any discrepancies to be notified to the Site Supervisor without delay.
ALL DIMENSIONS TO BRICKWORK.

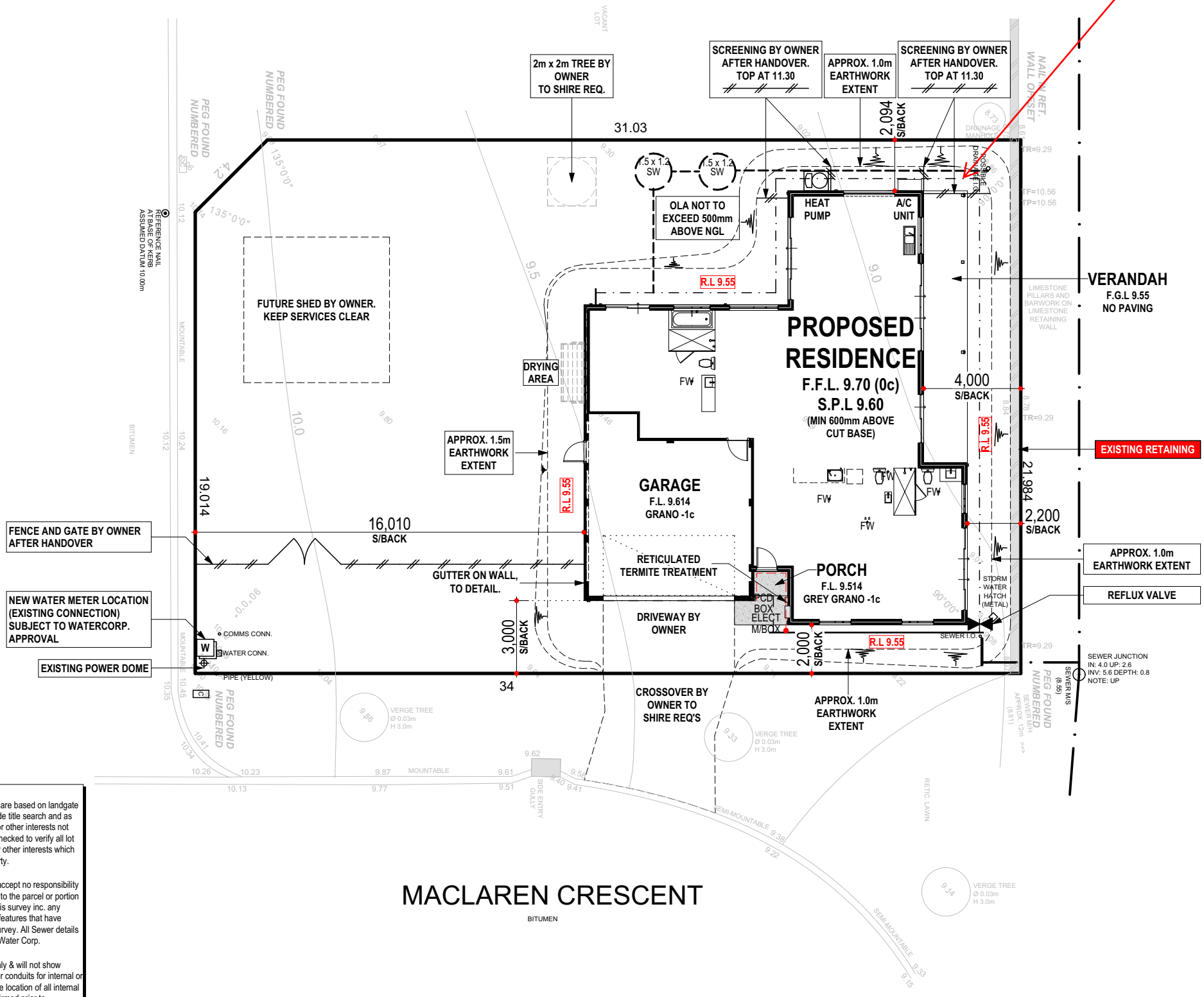
LEGEND	
	SEC Dome
	Power Pole
T C	Phone Pits
W	Water Conn.
[TP 10.00]	Top Pillar/Post
[TW 10.00]	Top Wall
[TR 10.00]	Top Retaining
[TF 10.00]	Top Fence

DRIVEWAY GRADIENT:



Shire of Augusta Margaret River
APPROVED PLAN
No: 3 of 3
Application No: P224474
File No: PTY/14000
Date: 20 August 2024
On behalf of Chief Executive Officer

RL 9.40
Max fill 500mm within 1m of boundary



DISCLAIMER:
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.
DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey inc. any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from inform. supplied by Water Corp.
DISCLAIMER:
Survey shows visible features only & will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal & mains services should be confirmed prior to finalisation of any design work.
NOTE:
Earthworks/set-out dimensions may vary on site at builders discretion. Sewer/drainage may vary from schematic presentation/check min. clearances. Retaining not included in contract - remains owners responsibility. This survey does not guarantee the location of boundary pegs or fences. Check title for easements/covenants etc.
DISCLAIMER:
Survey does not include verification of cadastral b'daries. All features & levels shown are based on orientation to existing pegs & fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true b'dary.

RECEIVED
By Shire of Augusta Margaret River
15/08/2024

Scale 1:200
0 2 4 6 8

COTTAGE SURVEYS
LICENSED SURVEYORS
87-89 Guthrie Street
Osborne Park, WA 6017
PO Box 1611
Osborne Park BC, WA 6917
P: (08) 9446 7361
E: perth@cottage.com.au
W: www.cottage.com.au

AREA:	743m²	ROAD DESCR.:	BITUMEN	GAS:	NO	SSA/OLD AREAS:	SSA
SHIRE:	AUGUSTA-MARGARET RIVER	KERBING:	RTS	WATER:	YES	C/JOB#:	572796
D.PLAN:	424708	FOOTPATH:	NIL	ELECTRICITY:	U/G	DATE:	19/04/24
C/T VOLUMN:	4042	SOIL:	RTS	PH/COMMS:	YES	SCALE:	1:200
FOLIO:	938	DRAINAGE:	POOR	SEWER:	YES	DRAWN:	J. DELFOS
MSD REF:	-	VEGETATION:	RTS	COASTAL:	NO		

UNLODGED SS PLAN:
ORIGINAL LOT:
LOT MISCLOSE: -
SSL 1 MISCLOSE:-
SSL 2 MISCLOSE:-

PROPOSED RESIDENCE FOR:
M. PHILLIPS

ADDRESS:
LOT 396 #17 MCLAREN CRESCENT
MARGARET RIVER

DRAWN:	MFL	SCALE:	1:100
DESIGNED:		SHEET:	6 OF 6
CHECKED:	CAW	SIZE:	A3
DATE:	22/05/24	SHG SW	
MODEL:	ONE-OFF	JOB N°	168394

Issue Name	Drawn	Date	Issue Name	Drawn	Date
PC VO	CAW	12/07/24			

SITE PLAN

SUMMIT HOMES GROUP
BUILD | RENOVATE | DEVELOP

BUILT AROUND PEOPLE

Copyright © 2024 E&OE

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- LPS Boundary
- LPS Other Categories - Areas (SCA, DCA, DA etc)
- LPS Zones and Reserves
- Future development

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuiry.

Attachment 3 - Location and zoning plans

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

Aerial photography © Nearmap and/or © Western Australian Land Information Authority (Landgate).

Location information data licensed from Western Australian Land Information Authority (WALIA) trading as Landgate. Copyright in the location information data remains with WALIA. WALIA does not warrant the accuracy or completeness of the location information data or its suitability for any particular purpose.

N

0 0.05 0.10 Kilometres

1: 2,257 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 03-Dec-2025

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Legend

Notes:

* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.

* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuiry.

Attachment 4 - Aerial photograph

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

Aerial photography © Nearmap and/or © Western Australian Land Information Authority (Landgate).

Location information data licensed from Western Australian Land Information Authority (WALIA) trading as Landgate. Copyright in the location information data remains with WALIA. WALIA does not warrant the accuracy or completeness of the location information data or its suitability for any particular purpose.

N

0 0.05 0.10 Kilometres

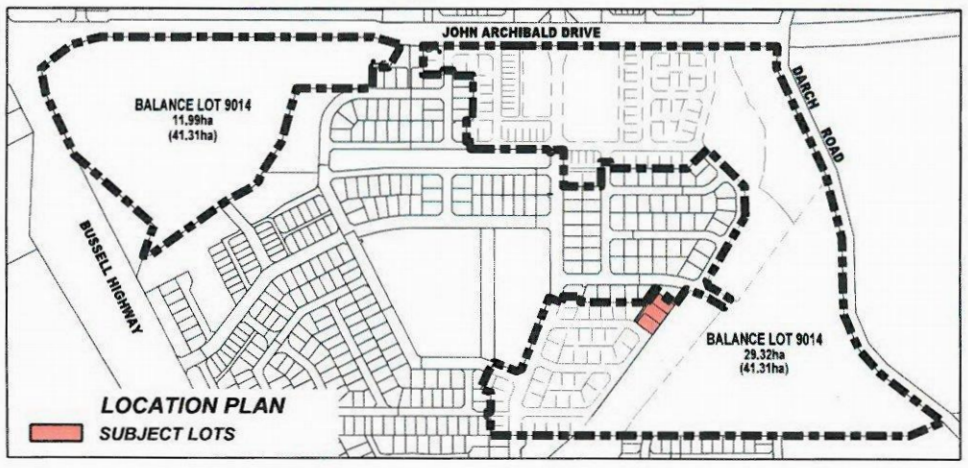
1: 2,257 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

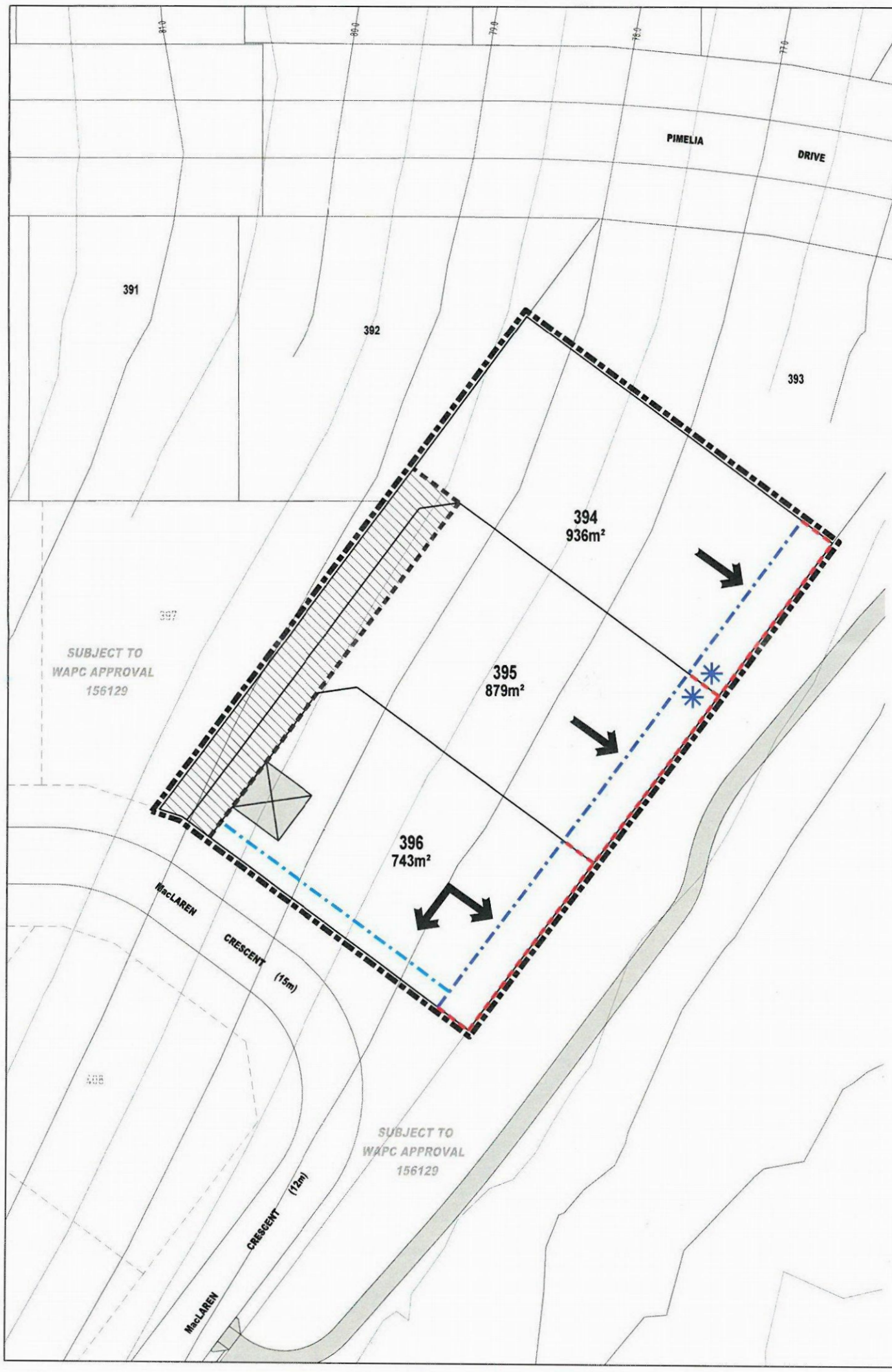
Date produced: 03-Dec-2025

ATTACHMENT 5



LEGEND

- LOCAL DEVELOPMENT PLAN BOUNDARY
- PROPOSED BOUNDARY
- FUTURE BOUNDARY
- RECIPROCAL RIGHTS OF ACCESS
- MINIMUM 4.0m SETBACK TO ADJOINING POS
- MINIMUM 2.0m SETBACK TO STREET (LOT 396)
- BUILDING ORIENTATION TO ADJOINING POS AND PRIMARY STREET
- CONTROL FENCING (PERMEABLE)
- GATED ACCESS TO POS
- FOOTPATH
- PREFERRED GARAGE / CARPORT LOCATION



APPLICATION OF LOCAL DEVELOPMENT PLAN

LOCAL DEVELOPMENT PLAN STAGE 7 - RAPIDS LANDING
LOT 9014 MacLAREN CRESCENT, MARGARET RIVER

1. THE PROVISIONS OF LOCAL PLANNING SCHEME No. 1 (LPS1) AND STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES (R-CODES) ARE VARIED AS DETAILED WITHIN THE LOCAL DEVELOPMENT (LDP).
2. ALL OTHER REQUIREMENTS OF THE LOCAL PLANNING SCHEME AND R-CODES SHALL BE SATISFIED IN ALL OTHER MANNERS.
3. PURSUANT TO CLAUSE 61(1)(i) OF THE DEEMED PROVISIONS OF LOCAL PLANNING SCHEME No.1, PLANNING APPROVAL IS NOT REQUIRED FOR SINGLE DWELLINGS WHERE COMPLIANT WITH THE LDP REQUIREMENTS.
4. CONSULTATION WITH ADJOINING OR OTHER NEIGHBOURS TO ACHIEVE A VARIATION TO THE R-CODES, AS PROVIDED FOR BY THIS LDP IS NOT REQUIRED.

RESIDENTIAL DESIGN CODE

5. THE R-CODE APPLICABLE TO THESE LOTS IS AS PER THE WAPC ENDORSED STRUCTURE PLAN DATED 1 NOVEMBER 2006.

STREETSCAPE AND ADJOINING PUBLIC OPEN SPACE RESERVE

6. A MAJOR OPENING TO A HABITABLE ROOM IS TO BE PROVIDED FACING THE PUBLIC OPEN SPACE, AND PASSIVE SURVEILLANCE FROM AN OUTDOOR LIVING AREA OR LIVING ROOM IS ENCOURAGED WHERE NOT TO THE DETRIMENT OF SOLAR ACCESS FOR THE SITE.
7. WASHING LINES, RAINWATER TANKS AND OUTBUILDINGS SHALL BE SCREENED FROM PUBLIC VIEW AND MUST NOT BE VISIBLE FROM THE STREET OR ADJOINING PUBLIC OPEN SPACE RESERVE.
8. UNIFORM CONTROL PERMEABLE FENCING ALONG THE BOUNDARY OF LOTS ABUTTING THE ADJOINING PUBLIC OPEN SPACE RESERVE IS TO BE INSTALLED BY THE SUBDIVIDER AT THE TIME OF SUBDIVISION.
9. FENCING ALONG THE SOUTHERN BOUNDARY OF LOT 396 SHALL BE VISUALLY PERMEABLE.

SETBACKS

10. IN THE CASE OF LOT 396, THE 2m PRIMARY STREET SETBACK TO MacLAREN STREET IS NOT SUBJECT TO AVERAGING IN ACCORDANCE WITH CLAUSE 5.1.2C2.1iii OF THE RESIDENTIAL DESIGN CODES (AS MODIFIED).

APPROVAL

THIS LDP HAS BEEN APPROVED BY THE SHIRE OF AUGUSTA-MARGARET RIVER UNDER SCHEDULE 2, PART 6, CLAUSE 52 (1) OF THE PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015.

SIGNATURE

30/7/2021
DATE

0 5 10 15 20 25m

RAPIDS LANDING LOCAL DEVELOPMENT PLAN - STAGE 7

Lot 9014 MacLAREN, CRESCENT, MARGARET RIVER

NOTE:

Base Data supplied by Survey South
Areas and dimensions shown are subject to final survey calculations.

Revision	Date	Item
A	14/4/2021	Initial Issue

Balwyn Margaret River Pty Ltd	:	CLIENT
A3@1:500	:	SCALE
29 July 2021	:	DATE
00062-4-001	:	PLAN No
A	:	REVISION
G.A	:	PLANNER
B.L	:	DRAWN

AHOLAPLANNING
TOWN PLANNING | DESIGN
ABN: 315 363 004 11 I A: PO Box 1713, Margaret River, WA 6285 I W: aholaplanning.com.au
T: (08) 9757 1330 I M: 0413 611 725 I E: glenn@aholaplanning.com.au

ATTACHMENT 6

Ametalin

REPORT TO	Statutory Planning Committee		
Meeting date	21 January 2026	**File number**	TPS/2931
Title	City of Fremantle Local Planning Strategy – For Endorsement		
Purpose	For decision		
Head of power	Regulation 15(c) of the Planning and Development (Local Planning Schemes) Regulations 2015		
Confidentiality	Non-confidential		
Name and title of responsible officer	Rohan Miller - Director, Schemes and Strategies		
Date DPLH received	3 September 2025		
Processing days	140 days		
Statutory determination due date	2 November 2025		
SITE DETAILS			
Region	Metropolitan (Central South)		
Local government	City of Fremantle		
Region Scheme	Metropolitan (MRS)		
Local Scheme	Local Planning Scheme No. 4		
ATTACHMENTS			
A1 – Advertised Local Planning Strategy - Part 1 A2 – Advertised Local Planning Strategy - Part 2 A3 – Local Planning Strategy Map A4 – Council Resolution A5 – Schedule of Submissions A6 – Council Adopted Schedule of Modifications A7 – Schedule of Modifications			

EXECUTIVE SUMMARY

The City of Fremantle (City) has submitted its draft Local Planning Strategy (Strategy) to the Western Australian Planning Commission (WAPC) seeking final endorsement, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations).

The document focuses on housing delivery and achieving an appropriate hierarchy and distribution of centres in accordance with the Central Sub-regional Planning Framework (Framework).

Housing delivery is proposed through targeted rezoning and urban intensification in areas which provide key social, transportation and economic infrastructure to support residential development.

An appropriate hierarchy and distribution of centres is proposed to be achieved through affirming the Fremantle city centre's designation as a strategic centre, aligning the function of the North Fremantle centre with its designation as a district centre and identifying nodes within the identified urban corridors for designation as neighbourhood, mixed use and local centres.

The key considerations identified in assessing this proposal are as follows:

- Whether the City's adopted Schedule of Modifications (**A6**) appropriately addresses the submissions and State agency advice received;
- Whether any further modifications are recommended; and
- Whether the Strategy remains broadly in accordance with the LPS Regulations, the Framework, the WAPC's Local Planning Strategy Guidelines (Guidelines) and relevant State planning policies.

RECOMMENDATION

That the Statutory Planning Committee resolves, under regulation 15(c) of the Planning and Development (Local Planning Schemes) 2015, in relation to the City of Fremantle Local Planning Strategy, to:

1. ***Determine the submissions in accordance with the Schedule of Submissions (A5);***

2. ***Require the local government to modify the Local Planning Strategy in accordance with the Schedule of Modifications (A7);***

3. ***Following completion of the modifications, require the local government to resubmit the modified Local Planning Strategy to the Western Australian Planning Commission for endorsement.***

PROPOSAL DETAILS

The City has submitted its Strategy (**A1** & **A2**) to the WAPC and is seeking final endorsement, following advertising, in accordance with the LPS Regulations.

The Strategy was significantly amended from the original version submitted to the Department of Planning, Lands and Heritage (DPLH) on 29 September 2022 seeking certification to advertise. This was done as part of an ongoing and collaborative process between the City and DPLH. Certification to advertise was granted on 24 June 2025. As such, the assessment undertaken as part of the final endorsement of the Strategy is largely focussed on the consideration of public submissions and refinement of the document.

The local planning strategy comprises two parts:

1. Part 1 outlines the City's vision and objectives, and the recommended actions to guide and manage future land use and development outcomes. This includes the identification of planning areas for continued and future growth and development. The following planning areas are identified in the Strategy:

    1. A - Fremantle City Centre – Strategic Centre
    2. B - North Fremantle Centre – District Centre
    3. C - North Fremantle Urban Precinct
    4. Neighbourhood, Mixed Use & Local Centres
    5. Urban Corridors

    1-3 relate to site specific areas within the local government area (LGA), while 4 and 5 relate to land designated under the State and local planning framework for that purpose. These planning areas provide general directions and actions for those areas as a whole.

2. Part 2 provides the background information including the State Government's planning framework, the City's local planning context and framework and an analysis in support of the land use planning approach and strategic direction outlined in Part 1.

BACKGROUND

Local Government Profile

The Fremantle LGA comprises an area of 19.9km² and is located approximately 12km southwest of the Perth CBD at its nearest point and 17km southwest at its farthest point. As of 2021, the City's population was 31,930 people. The LGA is bound by the Town of Mosman Park to the north, the Town of East Fremantle and City of Melville to the east, the City of Cockburn to the south and the Indian Ocean to the west (**A3**).

Fremantle is characterised by its strong cultural heritage value, largely evident in its historic city centre. The Fremantle Port solidifies its relevance as a significant transport and logistics hub, providing key infrastructure necessary for the State's ongoing viability. The Metropolitan Region Scheme (MRS) and City of Fremantle Local Planning Scheme No. 4 (LPS 4) provide for a range of land uses throughout the LGA. The majority of the LGA is comprised of residential uses, with commercial uses concentrated to the city centre, other designated centres and along key transport routes. Industrial land is largely contained to the Fremantle Port and the O'Connor industrial area, with smaller pockets scattered sporadically throughout.

Local Planning Framework Review

On 26 February 2020, the City provided a Report of Review to the WAPC recommending the City's current Local Planning Strategy (2001) be reviewed and updated. On 18 August 2020, the WAPC directed the City to prepare a new local planning strategy, noting the age of the strategy and that the current strategy was never endorsed by the WAPC. The WAPC also highlighted its reluctance to support any further substantive amendments to LPS 4 until such time that the City's strategic planning direction had been outlined through a new local planning strategy.

The City submitted the first version of the Strategy to DPLH on 29 September 2022. Between 2022 and 2025 the Strategy was significantly modified from its original version to ensure planning actions were clear and measurable, density around activity centres and structure planned areas were prioritised, specific infill targets and planning areas were established and references to planning policies and legislation was current. This was done through a collaborative approach with the City, with consideration of the LPS Regulations, the Framework and Guidelines. In January 2025, the Future of Fremantle Place and Economic Vision document received formal endorsement by the State government and on 21 May 2025, the Strategy was certified for advertising by the WAPC, subject to modifications.

On 22 August 2025, the City provided its subsequent Report of Review to the WAPC recommending the City progress a new local planning scheme once the draft Strategy has been endorsed by the WAPC. The Report of Review was presented to the SPC on 10 December 2025 with the City's recommendation supported.

Consultation

The Strategy was advertised between 4 July and 25 July 2025. Four submissions were received during the advertising period, including one in support, one somewhat supportive and two providing comments (**A5**).

In summary, the key issues raised during the advertising period are provided below:

1. Failure to acknowledge the work undertaken as part of the Future of Fremantle project regarding the North Fremantle Urban Precinct, including the intent and extent of the abutting coastal foreshore Parks and Recreation reserve;
2. Concerns relating to the Strategy's intent for the North Fremantle District Centre and potential impact on the centre's viability;
3. The lack of consideration for the University of Notre Dame, a major landowner, employer and economic driver; and
4. The lack of actions aimed at resolving issues associated with marginalised groups.

In addition, referrals were sent to various State agencies and abutting local governments seeking comment (**A5**). While generally supportive of the Strategy and planning direction proposed for the City, the following matters were raised:

1. DBCA identified that there was no clear management strategy for the impacts of estuary level rise on adjacent land and foreshore assets;

2. DBCA also questioned whether the Strategy provided for adequate public open space allocation as the population continues to grow, noting all additional dwellings are proposed to be accommodated through infill development;
3. The Department of Health (DoH) considered that public health and Healthy Active by Design principles were not appropriately considered;
4. DWER questioned whether the Strategy appropriately considered Water Sensitive Urban Design (WSUD) initiatives;
5. Certain actions relating to the Fremantle port require updating to better align with the Fremantle Port Authority's expectations and current forward planning program;
6. Actions affecting abutting local governments not worded to provide for a more collaborative approach;
7. Further consideration of Western Power's infrastructure needed to ensure appropriate collaboration on infrastructure impacts and future planning; and
8. MRWA recommended minor amendments to the Strategy text and maps to accurately depict road classifications.

Council Decision

On 27 August 2025, the City adopted the Strategy for endorsement, subject to modifications (**A6**). The modifications propose changes to the map and text, and include the following:

1. Actions to address estuary level rise impacts and adequate POS allocation;
2. Updated wording to align the Strategy with the Fremantle Port Authority's expectations;
3. Minor amendments to the Strategy text and maps to accurately depict road classifications;
4. Updated wording to provide for a collaborative approach to actions in the Strategy affecting abutting local governments;
5. An action to ensure appropriate collaboration with Western Power on infrastructure impacts and future planning.

The City formed the position that the remaining issues raised during the public advertising period and State agency referrals were deemed to have already been appropriately addressed in the Strategy. This is discussed further below.

Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
Planning and Development (Local Planning Schemes) Regulations 2015	Fully consistent
Central Sub-regional Planning Framework	Fully consistent
State Planning Policy 1 – State Planning Framework *State Planning Policy 2.0 – Environment and Natural Resources Policy* *State Planning Policy 2.6 – State Coastal Planning* *State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region* *State Planning Policy 2.9 – Water* *State Planning Policy 3.0 – Urban Growth and Settlement* *State Planning Policy 3.4 – Natural Hazards and Disasters* *State Planning Policy 3.5 – Historic Heritage Conservation* *State Planning Policy 3.6 – Development Contributions* *State Planning Policy 3.7 – Bushfire* *State Planning Policy 4.1 – Industrial Interface* *State Planning Policy 4.2 – Activity Centres* *State Planning Policy 5.2 – Telecommunications Infrastructure* *State Planning Policy 5.4 – Road and Rail Noise* *State Planning Policy 7.0 – Design of the Built Environment* *State Planning Policy 7.2 – Precinct Design*	Fully consistent
Residential Design Codes	Fully consistent
WAPC Local Planning Strategy Guidelines	Broadly Consistent

DISCUSSION

Consistency with State and Local Planning Framework

Planning and Development (Local Planning Schemes) Regulations 2015

Regulation 11 of the LPS Regulations states that a local planning strategy must:

1. be prepared in a manner and form approved by the WAPC;
2. set out the long-term planning direction for the local government;
3. apply any State or regional planning policy that is relevant to the strategy; and
4. provide the rationale for any zoning or classification of land use under the local planning scheme.

The Strategy is divided into two parts. Part 1 of the Strategy sets out a series of land use planning related directions and actions in accordance with the four themes of the Guidelines, as well as designating five planning areas, satisfying Regulation 11(1). Associated timeframes have been included for each direction and action, which provides a basis for

which to monitor the implementation of the Strategy though the Report of Review process. As such, the Strategy appropriately responds to Regulation 11(2).

Part 2 provides background information, associated planning studies and outlines relevant State Planning Policies and their implications for the Strategy, including linking policy to the corresponding action in Part 1. As such, the Strategy appropriately responds to Regulation 11(3).

Numerous actions from all themes and proposed planning areas have direct or indirect implications for zoning and / or the classification of land use(s) under the scheme. The City provides adequate rationale for zoning and land use proposals. The Strategy appropriately responds to Regulation 11(4).

Central Sub-regional Planning Framework

The Framework was published by the WAPC in March 2018, and population forecasts provided for the City at the time estimates an increase of 15,470 people from 2011 to 2050 and a resulting requirement for an additional 7,030 dwellings, with all dwellings to be incorporated through urban infill. This equates to 176 additional dwellings per year.

The Strategy identifies that by 2036 the City's population will increase by approximately 4,632 people (from 2021), bringing the total population to approximately 36,562 people. Data from Forecast id projects the LGA has the capacity to accommodate an additional 6,058 dwellings from 2016 to 2036, which equates to 288 additional dwellings per year, exceeding the forecasts outlined in the Framework. The Strategy has set this as its target and is a key element of the Strategy, which identifies specific areas, centres and corridors capable of urban intensification and corresponding planning directions and actions to facilitate this.

To facilitate the additional dwelling growth, the Strategy seeks to promote urban consolidation around centres and within urban corridors. This is proposed to be achieved through structure planning for centres and their catchments to allow for a coordinated approach to planning in these areas, including designating appropriate densities within centres and centre frames, ensuring compatible land uses, suitable transitional uses, and the provision of public open space. It will also encourage pedestrian friendly environments and reduced car dependency.

The following areas are anticipated to accommodate the majority of additional dwellings within the LGA:

- The Fremantle city centre is projected to accommodate 3,770 additional dwellings.
- North Fremantle is projected to accommodate 858 additional dwellings, noting a large portion of those dwellings are proposed to be accommodated within the North Fremantle Urban Precinct.
- Beaconsfield is projected to accommodate 743 additional dwellings and is currently guided by the Heart of Beaconsfield Masterplan.

Other areas identified within the LGA potentially able to support an increase in dwellings include Hilton and O'Connor, Samson, South Fremantle and White Gum Valley. The Strategy includes actions for all areas set to experience an increase in dwellings. These actions focus

on promoting housing diversity, aligning of scheme provisions with the State planning framework and local planning framework.

The Strategy sets out several actions that to encourage a mix of housing typologies, and the undertaking of a housing needs analysis to identify appropriate housing typologies throughout the LGA. Actions also include investigating how best to incorporate relevant provisions into the local planning framework to facilitate a mix and adequate distribution of housing typologies.

The activity centre hierarchy proposed in the Strategy is consistent with the Framework. The extent of the Fremantle city centre as a strategic centre and North Fremantle as a district centre are both consistent and appropriately identified.

The Framework sets an employment self-sufficiency target of 139.7% for the central, sub-regional area, identical to the 2011 employment self-sufficiency figures. As such, growth in local employment should directly correlate to the population growth forecasts. Under the Framework, the Fremantle strategic centre is anticipated to provide a total of 18,910 jobs by 2050, up from 13,150 in 2011, for a total increase of 5,760. The O'Connor industrial area is anticipated to provide a total of 5,619 jobs by 2050, up from 5,440 in 2011, for a total increase of 179.

The Strategy identifies a total of 139,274m² of shop/retail floorspace and 45,978m² of other retail floorspace within the LGA. An assessment of the Fremantle city centre against other strategic centres in Perth is provided in Part 2 of the Strategy. The assessment reveals that the City exceeds in floorspace for food and beverage, tourism offering and nighttime economy uses, but is deficient in convenience (supermarket) and clothing and department stores. An overall gap of 2,500m² was identified for a supermarket and 12,000m² for clothing and department stores within the Fremantle city centre, taking account of the recent Woolstore development.

To address this, the Strategy provides for retaining the flexibility currently offered under the local planning framework in promoting a variety of land uses, noting commercial land uses on all ground floors will remain as a requirement. The Strategy also provides for structure planning in certain areas as a key mechanism to promoting a compatible land use mix throughout the centre and retaining the cultural and historic heritage of the centre. These initiatives are seen as key to aid in the revitalisation of the Fremantle strategic centre. The recent completion of FOMO Fremantle and the civic centre at Walyalup Koort, which provided over 1,800 office, retail and hospitality jobs, forms part of this ongoing effort and an indication of the likely success of this approach.

In consideration of the broader LGA, the Strategy provides a primary objective seeking to maintain an appropriate hierarchy and distribution of activity centres as the population continues to grow. The Strategy identifies achieving this through efforts to reaffirm the Fremantle city centre's designation as a strategic centre and elevating the North Fremantle centre to a district centre. The Strategy also outlines actions to ensure existing centres are clearly delineated and to investigate the suitability of areas within urban corridors for designation as new neighbourhood and local centres.

The Strategy recognises that the boundaries of some local centres within the Mixed Use zone have blurred where primarily located along major transport routes, resulting in a linear configuration along the corridor frontage, rather than a desired nodal configuration. This has largely been avoided along South Street where clearly delineated centres have previously been identified. The Strategy seeks to replicate the process undertaken along South Street throughout the LGA.

Another notable issue within the Mixed Use zone relates to development in certain areas being heavily concentrated with either residential or commercial land uses, rather than an appropriate mix of uses. To address this, the Strategy has identified a need to review and update LPS 4 with regard to land use permissibilities and development standards within the Mixed Use zone, particularly around centres and corridors.

Future of Fremantle Place and Economic Vision

The Future of Fremantle Place and Economic Vision (Future of Fremantle) was adopted by the State government in 2025 and outlines the long-term strategic vision for the redevelopment of the Fremantle inner harbour and adjacent land in North Fremantle following the relocation of trade activity.

In 2020, the State's Westport planning program identified Kwinana as the preferred site for relocating major operations of Fremantle Port, prompting the launch of the Future of Fremantle project. It provides a long-term initiative to reimagine and redevelop over 260 hectares of port land, including Victoria Quay, North Quay, Rous Head, and parts of North Fremantle. While the port currently plays a vital role in Fremantle's employment landscape, the City is aware of the broader economic, social, and physical implications of the relocation. At the same time, it sees significant potential in repurposing the area, especially with the western end of Victoria Quay already rezoned for cultural and tourism uses. Its strategic location near the city centre and train station offers opportunities for a diversity of housing, businesses and job growth, which will require integrated precinct planning and improved connectivity to fully realise. The Strategy achieves alignment with the objectives and vision of Future of Fremantle and provides the foundation to ensure this can be appropriately integrated in the City's new local planning scheme.

Future of Fremantle also identifies the coastline in this area, including Port Beach, as a Coastal Protection and Management Investigation Area. The purpose of the area is to identify that further investigations are required to define an appropriate 'protect' response to coastal erosion at Sandtrax, Port and Leighton beaches, to maintain a sandy beach environment. The Strategy is consistent with the Future of Fremantle in adopting this response.

Several elements of the integration and interplay of the Future of Fremantle with the surrounding area remain outstanding. It is important to acknowledge that any changes to the Future of Fremantle will need to be accurately captured by the Strategy to ensure consistency across both documents. If the State government should support changes to the Future of Fremantle that would impact its consistency with the Strategy, the future amendments to Strategy may be required to align with these changes.

City Plan: City Centre

The City's City Plan: City Centre (City Plan) provides a 20 year timeline for guiding the future development of the Fremantle city centre, with a predominant focus on identifying elements of the public realm to improve the city centre and attract private developers. This includes objectives to enhance housing diversity and affordability, upgrade infrastructure and public spaces, protect heritage and cultural identity, promote sustainability and climate resilience, improve transport and connectivity, activate the urban environment through planning controls, and strengthen governance and funding partnerships. It will also focus on ensuring the Fremantle city centre's designation as a strategic centre under SPP 4.2 remains aligned with its function.

The City Plan was advertised concurrently with the Strategy and was adopted by Council at their Ordinary Council Meeting on 27 August 2025. It is intended to ultimately be included in a suite of documents that detail strategic and spatial plans for several areas throughout the LGA.

Aspects of the City Plan that relate to the planning framework have been considered in the Strategy and are summarised below:

- The actions outlined for the Fremantle City Centre – Strategic Centre Planning Area include wording to appropriately consider the relevant elements of the City Plan.
- All precinct plan diagrams from Part 4 of the City Plan for the nine identified precincts have been added to Part 1 - 4.2.1 Activity Centres - Fremantle City Centre – Strategic Centre of the Strategy.
- Mapping from the City Plan showing the existing city centre development and spatial strategy from the City Plan have been added to Part 2 of the Strategy to inform the Fremantle City Centre – Strategic Centre Planning Area.
- Tree retention initiatives such as a review of the City's Significant Tree and Vegetation Areas register and the Tree Protection planning policy are included as actions under section 3.4 - Environment.
- Actions are included under Section 3.4 - Environment to provide for the consideration of local foreshore assessments and CHRMAPs in the determination of estuary level rise impacts.

The City Plan was not endorsed by the WAPC or State government. As the City Plan will interplay significantly with the Strategy any future updates to the City Plan should be reflected in the Strategy and vice versa to retain consistency.

<u>Planning Areas</u>

The Strategy identifies five planning areas:

1. A - Fremantle City Centre – Strategic Centre
2. B - North Fremantle Centre – District Centre
3. C - North Fremantle Urban Precinct
4. Neighbourhood, Mixed Use & Local Centres
5. Urban Corridors

A, B and C relate to specific areas within the LGA, while Neighbourhood, Mixed Use & Local Centres and Urban Corridors relate to land designated as such and provide general directions and actions for these areas as a whole.

Fremantle City Centre – Strategic Centre

The Fremantle city centre has been designated as a planning area primarily to retain its classification as the primary commercial, tourist and service centre in the region. The centre has seen a decline as the region's commercial hub due to a number of purpose-built shopping complexes now operating within the region. Its designation as a planning area also seeks to ensure the centre is able to provide enough additional dwellings to accommodate the substantial increase in population. Forecast id projects a population increase from 2,784 (in 2021) to 4,896 by 2036 for the Fremantle city centre and Queen Victoria Gateway, resulting in a 76% increase. To accommodate this population increase, 1200 additional dwellings are required within the Fremantle city centre.

Actions included under this planning area aim to provide a local planning framework capable of facilitating the outcomes of the City Plan. In this regard, the Strategy acknowledges the need for coordinated planning to ensure the population increase can be accommodated without impacting the character and identity of Fremantle. As such, precinct structure planning is proposed to assist in capturing the outcomes of the City Plan. It is acknowledged that the Strategy may need to be amended in the future to incorporate the outcomes of the City Plan.

The Strategy also includes an action seeking to establish the Fremantle city centre as an entertainment precinct. To assist with this initiative, the Strategy has identified the need to retain the flexibility currently offered under LPS 4 in allowing a variety of land uses within the centre.

The Strategy also outlines the need to improve buffers and connections with the Fremantle Port, waterfront and Victoria Quay. These areas also have high visitation rates with pedestrians often travelling between the Fremantle city centre and these landmarks. As such, appropriate linkages should be established that promote a balanced approach to the transitioning of land uses from the periphery of the Fremantle city centre to these adjacent areas. It is acknowledged this needs to be achieved while maintaining a clear centre boundary for the Fremantle city centre.

North Fremantle Centre – District Centre

The Strategy recognises that the North Fremantle district centre is currently functioning as a neighbourhood centre, which is contributing to a shop/retail floorspace deficiency in the area. A 2,000m² retail floorspace gap is identified in the Strategy, which is intended to provide for a supermarket development, however, the growth potential for the site is significantly restricted by Stirling Highway, the Fremantle rail line, the Indian Ocean and Fremantle Port, all of which act as spatial barriers. The North Fremantle district centre's proximity to the Fremantle strategic centre also presents challenges in attracting shop/retail floorspace.

In order to realign its function accordingly, a key action seeks to investigate the introduction of a District Centre zone in LPS 4 for the North Fremantle centre, which would facilitate the

preparation of a precinct structure plan. Structure planning will provide an opportunity to navigate the aforementioned site constraints which significantly restrict expansion options. Investigating opportunities to de-constrain larger lots on the periphery of the centre is also proposed. This is seen as a major obstacle for redevelopment opportunities, noting that because the options for expansion are limited, increasing development intensity through internal redevelopment opportunities may be the best approach. A precinct structure plan is also able to address the pedestrian access, internal flow and walkability issues of the centre.

The planning area also seeks to investigate a district structure plan for the surrounding area to assist in establishing the clear delineation of the North Fremantle district centre. As the North Fremantle district centre has been restricted to a linear configuration along Stirling Highway, the centre has inadvertently merged with surrounding commercial areas, causing a lack of distinct centre boundaries. A district structure plan would suitably outline each centre's individual function, land use mix and boundaries, as well as their relationship relative to the other centres.

North Fremantle Urban Precinct

North Fremantle is projected to accommodate 858 additional dwellings, noting a large portion of those dwellings are proposed to be accommodated within the North Fremantle Urban Precinct. The North Fremantle Urban Precinct is located adjacent to the North Fremantle district centre and was the subject of MRS Amendment No. 1400/41. The MRS amendment was considered by Parliament and became effective on 15 August 2024, and rezoned the area from the Industrial zone to the Urban Deferred zone and Parks and Recreation (now Regional Open Space) reservation.

The Strategy acknowledges the impact the precinct's development will have on North Fremantle and has detailed several key issues that require resolution prior to any development. These include coastal foreshore works, adequate servicing upgrades, transport and access matters, environmental remediation and consideration of the applicable local policies and strategies. The actions detailed under this planning area largely seek to promote a collaborative approach with various State and private agencies to resolve these issues. As the North Fremantle Urban Precinct is well-placed to contribute a large number of dwellings, an action is included proposing the coordinated development of the site through structure planning, which will ensure development is appropriately planned and integrated with the surrounding area.

Lastly, should the urban deferment be lifted in the future, to ensure development can progress, an action to initiate a local planning scheme amendment to rezone the area to be consistent with the MRS, is also included.

Neighbourhood, Mixed Use & Local Centre

The Neighbourhood, Mixed Use and Local Centres planning area was included to provide for a thorough review of the City's centre hierarchy and ensure there is an appropriate number of centres to support the anticipated increase in population. Consistent with SPP 4.2, the Strategy encourages higher-density development around centres.

To address this, the Strategy seeks to clearly identify the boundaries of new and existing local and neighbourhood centres. Clearly identified centre boundaries are a key aspect in the Mixed Use zone. A review of mixed use centres is also proposed to investigate opportunities to promote certain land uses and densities along their periphery. This is intended to assist in establishing clear centre boundaries, appropriate transitional uses and limiting out-of-centre development. The Strategy also provides an action to ensure the permissibility and distribution of land uses within a centre accurately reflects its classification. Specific areas of investigation include, but are not limited to, the South Terrace corridor, Hampton Road and land abutting Stirling Highway.

The Strategy also identifies the South Fremantle centre, which currently functions as a neighbourhood centre, with an outlook of upgrading its classification to a district centre. As such, the Strategy proposes a review of the zoning and development standards of the South Fremantle centre in LPS 4 to ensure the local planning framework is able to facilitate the anticipated growth and subsequent reclassification of the centre. The Strategy notes the collaboration required with the WAPC to reclassify the centre.

Urban Corridors

Urban corridors are identified under the Framework and are generally located along high-frequency public transport routes. The Framework encourages identifying local and neighbourhood centres within urban corridors, as well as promoting higher-density developments within and around these centres. The Strategy includes urban corridors as a non-place specific planning area to satisfy the Framework, noting mitigation is required to address the ongoing issue of unofficial centres in a linear formation along transit routes within the Mixed Use zone. The Strategy seeks to identify nodal centres that are clearly delineated to facilitate growth. Actions aim to investigate accommodating higher-density residential development within these areas and to promote a mix of compatible land uses, both within the centre and in the transitional zones.

Along South Street and other freight corridors, the Strategy includes actions to work with the Public Transport Authority to advocate for further improvements to rapid transit. High-quality public transport is correctly identified in the Strategy as a key contributor to the overall success of centres.

Tourism

Noting the City's status in the State as a primary tourist location, the Strategy seeks to maximise the historic and cultural heritage of the Fremantle city centre and ensure it is not impacted by increased development in the area.

Tourism is a major contributor to the local economy and key part of the identity of Fremantle. Promoting tourism in the Strategy is largely proposed by focusing on the Fremantle city centre as the primary tourist attraction. Place-making interventions, including improvements to connectivity and legibility, and a focus on better connections between the Fremantle city centre and the adjacent waterfront are proposed. The Strategy also requires new development proposals within the Fremantle city centre to be assessed with consideration for the potential impacts on tourist attractions. A corresponding action is to review the local planning framework to ensure planning provisions consider tourism as an important sector. Ongoing advocacy with the Public Transit Authority is also proposed to ensure tourist areas are well-serviced by public transport.

Industry

The industrial land uses within the City are largely contained around the Fremantle Port and the O'Connor industrial area. These areas provide significant employment opportunities at the local level, with the Strategy acknowledging their importance to the ongoing viability of the City and the surrounding region.

The industrial land uses within the City are largely contained around the Fremantle Port and the O'Connor industrial area. These areas provide significant employment opportunities at the local level, with the Strategy acknowledging their importance to the ongoing viability of the City and the surrounding region.

Two factors relating to industrial land are considered in the Strategy, being the ongoing viability of the City's industrial uses and the inclusion of appropriate transitional uses between industrial areas and adjacent residential areas. To achieve the former, the Strategy seeks to review LPS 4 to determine if the objectives of the Industrial zone have been achieved since their inception, particularly in relation to the O'Connor industrial area. This will provide some insight into whether land is being appropriately utilised. To address the latter, the Strategy seeks to review the compatibility of land uses in proximity of the Industrial zone, with the new local planning scheme proposed to make provision for an appropriate transitional area.

Outcomes of Public Advertising

State Agencies

DBCA raised concerns regarding the Strategy's consideration of the risk of estuary level rise on abutting land uses and foreshore reserve allocation and recommended a local foreshore assessment and subsequent CHRMAP for the LGA to address this. In response, the City has recommended a modification to insert action (g) in Table 4: Planning Directions and Actions, under the Environment theme, to inform the management of the built and natural foreshore assets, including adequate foreshore reserve allocation. This approach is considered appropriate and has been included in the Schedule of Modifications (**A7**).

The concerns raised by the DoH with regard to appropriate consideration of public health and Healthy Active by Design principles did not result in any recommended modifications by the City. The City determined that the Strategy in its advertised form appropriately considers public health, primarily under the liveability component of the Strategy's vision. This is accepted and no modifications are recommended.

DWER's concerns regarding the consideration of WSUD initiatives was noted by the City, who determined that the Strategy does provide actions that seek to ensure sustainable energy and water practices, including the following:

- Action (bb) of Table 2: Planning Directions and Actions under the Community, Urban Growth and Settlement theme.
- Section 3.2.1, which discusses the planning response to issues and opportunities identified
- Several actions for Planning Areas.

The City also notes that while DWER's Best Practices Manuel is not specifically referenced in the Strategy, it is able to be considered as part of development proposals and the preparation of subsequent planning policy. The City's position is supported, and no modifications are recommended.

The City has also recommended the following modifications:

- Aligning the Strategy with the Fremantle Port Authority's expectations and current forward planning program.
- Updated wording to actions that affect abutting local governments to ensure adequate collaboration
- Appropriate consideration of Western Power's infrastructure.
- Several other clerical modifications as a result of State agency advice.

There are no concerns with the proposed modifications, which have been included in the Schedule of Modifications (**A7**).

Public Submissions

A Schedule of Submissions is provided as **A5** and includes all public submissions and State agency advice received as part of the public consultation process. The primary concerns raised from public submissions are summarised below:

- Failure of the Strategy to acknowledge the work undertaken as part of the Future of Fremantle project concerning the North Fremantle Urban Precinct, including the intent and extent of the adjacent coastal foreshore Parks and Recreation reserve.
- Concerns about the intent for the North Fremantle District Centre and the potential resulting impact on the centre's viability.
- Insufficient consideration of the University of Notre Dame's masterplan.
- Insufficient consideration of marginalised groups.

Although the Future of Fremantle Place and Economic Vision document is not statutorily binding, its content should be appropriately considered and incorporated into the Strategy. For example, the adopted protect response to coastal processes along Leighton and Port Beach should be appropriately acknowledged in the Strategy. A submission requesting the North Fremantle Urban Precinct be identified as an urban regeneration area was not considered necessary. The area is designated in the Strategy as a Planning Area, which is sufficient and provides consistency with the Future of Fremantle.

The City remains concerned that the coastal foreshore Regional Open Space reserve boundary may be insufficient and may need to be widened, despite public submissions received opposing this position. The boundary was first considered as part of MRS amendment 1400/41, which sought to rezone the site from the Industrial zone to the Urban Deferred zone and Regional Open Space reserve. The MRS amendment has been completed and the WAPC has received a Lifting of Urban Deferment request. As mentioned, under the Future of Fremantle Place and Economic Vision, a protect response to coastline processes was adopted for this area. The Strategy therefore acknowledges this adopted response while also acknowledging that the extent of the coastal foreshore Regional Open Space reserve will be determined as part of the lifting of the urban deferment

The Strategy's intent to investigate a district structure plan (DSP) for North Fremantle was also raised. The DSP would likely duplicate work already undertaken to inform the Future of Fremantle Place and Economic Vision document and MRS amendment 1400/41 for the North Fremantle Urban Precinct. This includes retail and commercial needs assessments and population projections for the area. It is considered premature for the Strategy to identify specific strategic planning approaches if there is a potential to overlap with adopted planning initiatives. Wording acknowledging the need to explore appropriate approaches has been recommended for inclusion in the Strategy to address this. It is also acknowledged that a DSP would sit outside the local planning framework, and a local structure plan may be a suitable alternative for consideration as part of the Strategy.

A submission suggesting a disaggregated model approach for the North Fremantle District Centre should be explored as a suitable solution was received. The validity of this suggestion was acknowledged by the City and supported by DPLH. A modification is recommended for inclusion which provides an action to investigate this approach.

Several submissions were received which raised concerns that the Coastal Hazard and Risk Management and Adaptation Plan (CHRMAP) prepared to inform MRS amendment 1400/41 should supersede the City's Port, Leighton and Mosman Park Beaches Coastal Adaption Plan (2017) on the basis that the former provides more up to date information. While the work done as part of the MRS Amendment is recognised, the request to lift the urban deferment remains under consideration by the DPLH. The MRS amendment report prepared by DPLH to inform the rezoning of the site from the Industrial zone to the Urban Deferred zone and Regional Open Space reserve required that as part of the lifting of urban deferment further consideration would be needed to align the CHRMAP with the outcomes of the work done as part of Future of Fremantle. As the CHRMAP is subject to change, the City's Port, Leighton and Mosman Park Beaches Coastal Adaption Plan (2017) should retain its merit until such time that alternate plans are finalised.

In response to the submissions received regarding the University of Notre Dame's consideration in the Strategy and ensuring suitable actions are included that address issues associated with marginalised groups, the City determined that the Strategy already appropriately addresses these items. This is supported by DPLH.

Modifications

A Schedule of Modifications is provided as **A7** which outlines the recommended changes to the Strategy. Modifications are largely provided in response to public submissions, State agency advice, as well as further review by the City and DPLH. A summary of the modification is provided below:

- Updated wording to acknowledge the City's endorsement of the City Plan: City Centre, following its adoption by the City.
- Background information on the City Plan: City Centre for reference and consideration.
- New actions to support a broader mix of housing types, which includes affordable housing, social and aged care facilities, and student accommodation. Actions that advocate for a State-led approach to address housing affordability are also recommended.
- New actions that improve pedestrian and cycling infrastructure, rail crossings, and long-term public transport planning, particularly around Victoria Quay and the City Centre.
- Updated wording of actions that affect abutting local governments to ensure a coordinated planning approach with adjoining local governments.
- Updated wording to align the Strategy with the WA Climate Policy, strengthening responses to climate change impacts such as flooding, coastal erosion, urban heat, and tree canopy loss, and promoting adaptive planning and emissions reduction.
- Numerous updates to correct terminology, references, and formatting to ensure consistency, clarity, and alignment with current policy documents and agency naming conventions.

The proposed modifications have been reviewed and broadly agreed to by the City.

CONCLUSION

The Strategy is consistent with the LPS Regulations and appropriately sets out the long-term planning directions for the City, applies relevant State and regional planning policy and provides rationale for zoning and land use classification to be further considered as part of the preparation of the City's new local planning scheme. Minor modifications are recommended that aim to improve the Strategy's consistency with the State and local planning frameworks, and to appropriately consider public submissions and advice received from State agencies and DPLH's internal departments. Accordingly, it is recommended the Strategy is endorsed, subject to modification.

CITY OF Fremantle

DRAFT Local Planning Strategy – Part 1

March 2025

DRAFT Local Planning Strategy – Part 1 – Strategy

March 2025

Contents

1. Introduction 2

2. Vision 2

3. Issues/Opportunities..... 3

3.1 Overview 3
3.2 Community, urban growth and settlement 4
3.3 Economy and employment 20
3.4 Environment 31
3.5 Infrastructure..... 40

4. Planning areas..... 50

4.1 Overview 50
4.2 Planning Areas..... 50

5. Strategy Map 64

6. Implementation and Review 65

Appendix 1 – Future Dwelling Scenarios..... 66

FIGURES

Figure 1: City Plan: City Centre Area 52

Figure 2: North Fremantle District Centre 55

Figure 3: North Fremantle Urban Precinct 60

Figure 4: Urban Corridors 62

Figure 5: Local Planning Strategy Map 64

TABLES

Table 1: Dwelling forecasts by suburb 2016-2036 4

Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions 6

Table 3: Economy and Employment – Planning Directions and Actions22

Table 4: Environment – Planning Directions and Actions 32

Table 5: Infrastructure – Planning Directions and Actions 42

Table 6: City Centre Planning Actions 53

Table 7: North Fremantle District Centre Planning Actions 56

Table 8: Neighbourhood, Mixed Use & Local Centre Planning Actions 57

Table 9: North Fremantle Urban Precinct Planning Actions 61

Table 10: Urban Corridor Planning Actions 63

1. Introduction

The City of Fremantle Local Planning Strategy comprises:

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

The local planning strategy applies to the area shown in Figure 1 – Local Planning Strategy Map (See Section 5).

This local planning strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission and revokes the City's preceding local planning strategy, endorsed by the City of Fremantle Council on 9 July 2001.

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

- Set out the long-term planning directions for the local government;
- Apply any state or regional planning policy that is relevant to the local planning strategy; and
- Provide the rationale for any zoning or classification of land under the local planning scheme.

The local planning strategy forms the strategic basis for the review and update of the City of Fremantle's Local Planning Scheme No. 4 (LPS 4). It draws on and uses the principles of the 2001 Local Planning Strategy, which formed the basis of LPS 4 when it was prepared. The Local Planning Strategy plans for a 10–15-year timeline.

2. Vision

The Strategic Community Plan 2024 - 2034 outlines the community's long-term strategic focus and includes a vision organised around the following themes:

- Liveable City

A liveable city that is vibrant, socially connected and desirable.

- Thriving City

A thriving city with a prosperous and innovative economy.

- Creative City

A creative city that is inspiring, diverse and dares to be different.

- Resilient City

A resilient city that plans for the future and is empowered to take action.

- Inclusive City

An inclusive city that welcomes, celebrates and cares for all people, cultures and abilities.

The vision for the Local Planning Strategy is derived from the actions associated with each theme set out in the Strategic Community Plan. The Local Planning Strategy vision is:

"A unique, resilient and liveable city where everyone belongs."

Fremantle has an established character and form with strong heritage and cultural values. Accordingly, these measures are not stand alone, not solely urban planning, and need to work in concert with non-land use planning strategies and initiatives.

A nuanced place-based response is required to ensure interplay between considerations, innovative approaches and careful evaluation.

The City of Fremantle acknowledges the Whadjuk people as the traditional custodians of the greater Fremantle/Walyalup area.

3. Issues/Opportunities

3.1 Overview

Consistent with the State Planning Framework for Local Planning Strategies, planning issues of relevance to the City are presented under set themes. The following shows how these themes correspond to the City's Strategic Community Plan 2024 – 2034, noting that Community objectives often overlap with numerous planning themes.

State Planning Framework Theme	Corresponding Strategic Community Plan Theme Objectives
Community, urban growth and settlement	• Sustainable growth in city centre population • Sustainably designed and optimised urban and natural environments • A unique built heritage and history that is preserved, protected and shared
Economy	• Vibrant and active city centre • A resilient seven-day economy
Environment	• A focus on planning for a stronger and more resilient future • An educated and empowered community that seeks to mitigate the causes and effects of climate change
Infrastructure	• Connected city • Industry-leading community arts facilities and programming • Functional and inclusive recreational facilities • A future-proofed asset base that remains functional and accessible • to the community • A safe and accessible community for all abilities

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

3.2 Community, urban growth and settlement

The City's rich Aboriginal history and breadth and quality of historic heritage places and traditional streetscapes are regarded as a significant asset that sets Fremantle apart from many other localities in Perth. These places contribute to not just Fremantle's but Western Australia's sense of place. As such, the City's history and heritage attributes are regarded as an attraction and opportunity to develop and evolve with contemporary history, while not forgetting the past.

The population of Fremantle grew 5,806 people between 2006 and 2021 from 26,124 to 31,930. The City is projected to reach a population of 36,562 residents within the lifetime of the Strategy (2036), which will require approximately 2,105 additional dwellings to accommodate the growth based on the 2021 census average household size of 2.2. The State Government's strategic spatial plan, Perth and Peel @ 3.5 Million and accompanying Central Sub-Regional Planning Framework allocate a target of 7,030 dwellings within the City of Fremantle to be achieved by 2050. This equates to 180 dwellings per year for a minimum of 2,700 required dwellings by 2036. Forecast id projects that the City is capable of achieving an additional 6,058 dwellings from 2016 by 2036, exceeding the required targets to meet both the population need and dwelling targets under the State planning framework, within the lifetime of the Strategy (refer Table 1).

The increase in population in the City of Fremantle will primarily be accommodated within and around centres and structure planned areas, followed by urban corridors, in line with the objectives of *Perth and Peel @ 3.5 million*. The suburb of Fremantle will likely see the most marked population increase in the City Centre and Queen Victoria gateway (+3,367) as well as the Knutsford and Swanbourne Street development area (+1,322), followed by North Fremantle (Fremantle Port land not accounted for) in McCabe Street (+1,043) and Beaconsfield (+675) in the Heart of Beaconsfield master planned area. Hilton, White Gum Valley and Samson will see smaller population increases.

Table 1: Dwelling forecasts by suburb 2016-2036

Prepared by .id the population experts, July 2023

	2016		2036		Change 2021 -2036	
Area	**Dwelling Number**	**% housing stock**	**Dwelling Number**	**% housing stock**	**Dwelling Number**	**% increase**
Beaconsfield	2,381	16.2	3,124	15.1	+743	+31.2
Fremantle	4,596	31.3	8,366	40.3	+3,770	+82.0
Hilton - O'Connor	2,065	14.1	2,272	11.0	+207	+10
North Fremantle	1,787	12.2	2,645	12.7	+858	+48
Samson	800	5.4	865	4.2	+65	+8.1
South Fremantle	1,649	11.2	1,910	9.2	+261	+15.8
White Gum Valley	1,411	9.6	1,565	7.5	+154	+10.9
City of Fremantle	14,689	100	20,747	100	+6,058	+41.2

3.2.1 Planning response

To promote diverse, affordable, accessible and safe communities, the City is planning for future development that is well located and serviced, sympathetic to the character, history and heritage of the place, and provides for housing, open space and community facilities to suit the needs of existing and future communities.

In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1. Urban Structure

- Promote urban consolidation in a staged rollout, through increased density within and around centres and structure planned areas as priority locations. The City's aim is to maintain a fine grain walkable urban structure and environment whilst accommodating changing retail trends, regional traffic growth and changing lifestyle and transport preferences.

2. Housing

- Accommodate diverse housing which meet or exceed infill targets while accommodating different community needs and incomes, in a market-driven economy, including to provide affordable housing and sufficient housing for the elderly and people with disabilities.

3. Built form and character

- Continue to protect Fremantle's Aboriginal and historic heritage as a significant asset and an integral part of Fremantle's sense of place. Support adaptive reuse and the ongoing utility, interpretation and value of heritage buildings.
- Promote high design quality in significant new buildings.
- Improve resilience by promoting more energy- and water-efficient buildings and considering whole-of-life sustainability.

4. Public Open Space and Community Facilities

- Focus on public open space acquisition and upgrades to cater for growth in population and changing community needs. Make equitable and effective provision for funding of community facility upgrades required to support new development.

5. Planning Framework

- Holistic review of the planning framework for efficiency and improvement.

Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1. Urban Structure	i. Promote urban consolidation in a staged rollout, through increased density within and around centres and structure planned areas as priority locations, followed by corridors.	a. In addition to the actions outlined for activity centres under Part 4 of the Strategy, proactively investigate opportunities for increased residential density and review development standards around centres and corridors to reflect centre hierarchy, support urban consolidation, promote housing diversity, reduce car dependency, and achieve contemporary built form transitions between high to medium/low density areas.	Reference: SPP2.0, SPP3.0, Draft SPP4.2, SPP7.2, P&P @3.5 million [Consolidated Urban Form], Central Sub-regional planning framework, CoF SCP Part 2: 4.2.4 Activity centres (residential and community)	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		b. Consider whether structure plans for the following areas should be extended, amended, or allowed to lapse, with any areas of full buildup normalised into the scheme. In amending or creating new structure plans, consider addition of minimum yields: i. DA1 – Knutsford Street East, Fremantle ii. DA4 – Swanbourne Street, Fremantle iii. DA6 – Wool Testing and Sealanes, South Fremantle iv. DA7 – Lefroy Road Quarry, Beaconsfield. v. DA18 – 9-15 McCabe Street	Reference: SPP7.2, P&P @3.5 million, Central Sub-regional planning framework Part 2: 3.6 Structure plans	Short Term (1-5 years)	All
		c. Investigate how outcomes of the Heart of Beaconsfield Masterplan can be addressed through the local planning framework, including additional district level recreational space reflective of growing population and community need.	Reference: Part 2:	Short Term (1-5 years)	D

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	ii. Provide a centre hierarchy reflective of future need taking into account population growth, changing retail environment and existing and local context and supporting walkable transit oriented structure.	d. Following activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation.	Reference: SPP4.2, P&P @3.5 million, Central Sub-regional planning framework, SPP7.2, CoF SCP Part 2: 4.2.4 Activity centres (residential and community), 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All
		e. Monitor the North Fremantle and McCabe Street Areas for potential to create a new Neighbourhood or Local Centre based on residential development uptake and retail needs.	Reference: SPP 4.2, P&P 3.5 Million Part 2: 4.3.1 Activity centres	Medium term (5-10 years)	B, 8

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		f. Promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network and reduces use of cars.	Reference: SPP4.2, Liveable Neighbourhoods and 1.5 Bicycle Planning, CoF SCP Part 2: 4.2.2 Built form and character	Ongoing (throughout the life of the LPS requiring regular review)	All
2. Housing	iii. Accommodate diverse housing (including adaptable, accessible and affordable), in well serviced locations, which meet or exceed infill targets and demographic need.	g. Ensure a mix of densities throughout the City, accommodating differing housing typologies, by primarily considering medium to high density residential development on redevelopment sites.	Reference: DCP1.6 Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		h. Undertake a housing needs analysis to identify future needs, including affordability, diversity and aged care requirements, and investigate incentivizing needs from the strategy into the local planning framework.	Reference: Residential Accommodation for Ageing Persons Position Statement Part 2: 4.2.1 Housing	Short (1-5 years)	All
		i. Investigate innovative housing models that address local context and values, and support density of population and housing affordability, through low impact infill in established neighbourhoods including: i. Undertake a review of Freo Alternative and seek to implement outcomes of the investigation through subsequent scheme and/or R-Code reviews for the localities. ii. Identify any non-conforming density sites and subsequent opportunities for redevelopment.	Reference: SPP7.3, DC1.6 Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Short (1-5 years) to Long term (10–15 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		j. Review the effectiveness of the City's split coding provisions and locations to ensure a balance between density and sustainability outcomes.	Reference: P&P @3.5 million, Central Sub-regional planning framework, PS Residential Accommodation for Ageing Persons. Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All
		k. Ensure strategy and scheme remains effective and achievable by monitoring development rates and periodically review feasibility constraints and impediments to uptake.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		l. In collaboration with the Department of Communities (landowner), review the zoning of Lot 125 (No. 100) Hampton Road, Fremantle. Consider rezoning if redevelopment of the site is not being pursued.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2:4.2.1 Housing, 3.6 Structure plans	Medium term (5-10 years)	7
	iv. Provide a variety of housing options to support the needs of the community	m. Investigate opportunities within the local planning framework to incentivise housing diversity, particularly for affordable housing, aged and dependent persons dwellings and universally designed and adaptable dwellings for aging in place and people with a disability. This may include plot ratio or building height and/or consideration of acceptable development standards.	Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
3. Built form and Character	v. Continue to protect Fremantle's Aboriginal and historic heritage and support adaptive reuse of heritage buildings	n. Work with relevant agencies to identify additional Aboriginal heritage sites and increase awareness of existing sites.	Reference: SPP3.5, CoF SCP Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All
		o. Ensure up to date local heritage protection and increase clarity over protection requirements and opportunities for adaptive reuse. This work will include continual reviews of, and updates to, the City's Heritage List, Heritage Areas, Local Heritage Survey and associated policies including specific heritage area policies.	Reference: SPP3.5, Part 2: 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
		p. Maintain, update and review conservation plans for City-managed buildings.	Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		q. Maintain the City's unique streetscape character in all suburbs. Review streetscape policy requirements which recognises historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.	Reference: SPP3.5 Part 2: 4.4.4 Build form and character, 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
	vi. Promote high design quality in significant new buildings	r. Investigate the suitability of utilising scheme provisions to support Design Review input into significant developments, including to review design principles and terminology to align with SPP 7.0.	Reference: SPP7.0 Part 2: 4.2.4 Build form and character	Short term (1 - 5 years)	All
	vii. Promote high quality public spaces and street interface	s. Provide clear framework for complementary public-private interface by developing Public Realm Plan at precinct scale, focusing on centres.	Reference: Part 2: 4.2.4 Build form and character	Long term (10 – 15 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
4. Public Open Space and Community Facilities	viii. Maintain a network of high-quality parks and reserves adequate to service the needs of a growing population.	t. Undertake a detailed needs analysis of public open space to determine whether a shortfall will exist with increased density, and investigate cash-in-lieu of public open space contribution options to cater for population increase.	Reference: Part 2: 4.2.6 Public open space and community facilities.	Medium term (5-10 years)	All
		u. Consider removal of historic residential density codes over Open Space reserves under the scheme.	Reference: SPP2.0, DCP 2.3 Part 2: 4.2.6 Public open space and community facilities.	Short term (1 -5 years)	All
5. Planning framework	ix. Ensure consistency and continued improvement of the planning framework	v. Ensure LPPs remain useful and relevant, and consistent with local and state planning intentions by progressively and continuously reviewing, updating and repealing (if applicable) all local planning policies.	Reference: All SPP particularly SPP7.3, CoF SCP Part 2: 4.2.7 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		w. Investigate zoning anomalies on the Scheme Maps and identify appropriate zones or reservations accordingly: i. Portion Lot 100, 45 Henderson, Street Fremantle ii. Portions Lot 72, 2 Barker Street, North Fremantle iii. Lot 26, 44 Tydeman Road, North Fremantle iv. Portions Lot 71, 50 Tydeman Road, North Fremantle (Railway Hotel Site) v. Lot 66, 74 Parry Street, Fremantle (ROW) vi. Lots 5 and 503, 92 South Terrace, Fremantle vii. Lots 1850, 1851, 1852, 94 South Terrace	Reference: MRS, CoF SCP Part 2: 4.2.7 Planning framework	Short (1-5 years)	All

		x. Work with the WAPC and other relevant State government agencies to investigate MRS anomalies and improve the planning framework. This may include: i. Reviewing regional reserves over Victoria Quay and Fremantle Fishing Boat Harbour in the context of redevelopment plans. ii. Reviewing disconnected parts of the regional road network, potentially in conjunction with advocacy for a 'green road' category focused on public transit. iii. Working together with Main Roads, DPLH, Department of Transport and private landowners to resolve the preferred Curtin Avenue alignment and its reservation. iv. Considering the adequacy of the Leighton-Port Beach foreshore reserve and expanding to accommodate modelled coastal processes and future recreational need. v. Reviewing the Industrial zoning of residential properties in O'Connor.	Reference: MRS, CoF SCP Part 2: 4.2.7 Planning framework	Short (1-5 years) to Long term (10-15 years)	2,3,10,B,C

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		y. Advocate to, and work collaboratively with, DPLH to advance proposals on strategic sites: i. Fremantle Oval ii. Possible extension of Norfolk Street and the potential redevelopment of the Italian Club site, subject to MRS amendment/rezoning.	Reference: MRS, DCP5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space, CoF SCP Part 2: 4.2.7 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	A
		z. Ensure energy and water efficiency incentives are effective by maintaining and periodically reviewing incentives for energy and water efficiency, and other sustainability measures, through the scheme or local planning policies.	Reference: CoF SCP Part 2: 4.2.7 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All
		aa. Ensure alignment with planning regulations by updating Local Planning Scheme to further align with Planning regulations and statewide model scheme text.	Reference: CoF SCP Part 2: 4.2.7 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		bb. Consider undertaking a scheme amendment to reflect State Planning Policy 5.2 – Telecommunication Infrastructure, to ensure Telecommunications infrastructure is not designated as a 'use not permitted' (X) in any zone in the zoning table.	Reference: SPP5.2, CoF SCP Part 2: 4.2.7 Planning framework	Short (1-5 years) to Long term (10-15 years)	All

3.3 Economy and employment

The City's Retail Needs Assessment (RNA) 2023 recognises that Fremantle plays an important role in supporting access to goods, services and employment for the metropolitan area; it is a major tourist destination attracting visitors to the State and is home to a high concentration of heritage and cultural assets that have State and National significance.

Activity Centres

The national and international downturn of the main street has affected the City's retail landscape. To buffer the effects of the downturn, Fremantle has further evolved into food and beverage, and entertainment centre uses that serve both daytime and night time economies.

Fremantle contains a Strategic Centre, a District Centre, nine Neighbourhood Centres and 13 Local Centres. Despite this, the RNA identifies retail gaps and additional retail need in higher order centres within the City.

In addition, during the lifetime of the Strategy, the City Centre and North Fremantle are expected to undergo significant change. In the City Centre, this is anticipated as a result of precinct planning, the Future Fremantle project and Fremantle Oval redevelopment.

For North Fremantle, factors of change also include the Future Fremantle project, proposed developments in and around McCabe Street and a recent MRS amendment north of Tydeman Road. As a result, pressure will be placed on the District Centre in North Fremantle and planning will need to respond to ensure the City's centres can service the growing population while maintaining a clear hierarchy.

Port

In 2020, the State's Westport planning program identified Kwinana as the preferred location for the relocation of significant functions of the Fremantle Port. The State's Future of Fremantle project therefore aims to develop a long term vision (50+ years) for the future redevelopment of the Port. The project area consists of more than 260 hectares of land, encompasses Victoria Quay, North Quay, Rous Head and North Fremantle land situated north of Tydeman Road.

The Port is a large employment focus for Fremantle. The City is cognisant of the economic and employment (as well as social and physical) impacts of the proposed relocation of most port functions to Kwinana, whilst also recognising the opportunities the redevelopment of port lands presents.

Industry and Other Centres

The creative (including film) industries, maritime-based research commerce and industry (blue economy), sustainability and other knowledge-based industries all represent emerging strategic employment opportunity sectors as Fremantle's complementary role to more conventional industrial and business districts evolves. Fremantle is also a regional, national and international tourist destination with a must-visit reputation, well attended events, a walkable heritage core, and wide range of food, beverage and entertainment options.

3.3.1 Planning response

In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1. Activity Centres

The City's aim is to promote urban consolidation in a staged approach by primarily considering proposals for increased density within and around centres and structure planned areas as priority

locations. Intertwined with this, the City intends to strengthen the economic and employment roles of activity centres and fill retail gaps, while maintaining the hierarchy of activity centres, by ensuring the primacy of the City Centre (Strategic Centre) as the main centre for commercial, shopping and entertainment within the City.

The City will closely assess development opportunities in and around the evolving North Fremantle district centre to ensure the projected population is adequately serviced, while not detracting from the Strategic Centre. This may involve modifying or introducing new centres in North Fremantle, including a neighbourhood centre around McCabe Street.

In response to Activity Centre planning, the City has also pinpointed a need to identify and delineate Neighbourhood and/or Local centres along existing corridors to prevent linear and out of centre development.

The City Centre, North Fremantle District Centre and Urban Corridors have been included as Planning Areas within Part 4 of this Strategy to guide future updates to the planning framework accordingly. The South Fremantle centre may expand into a district centre in the medium term, while other smaller local centres, particularly single-lot centres, will need to be reviewed. Should the Knutsford area accelerate the transition from industrial to residential, a local centre could be planned for the area.

The Retail Needs Analysis identifies that many centres are underperforming based on their expected productivity, likely as a result of a lack of a supermarket and (in the City Centre) a major anchor.

2. Port

The City has identified three critical areas that require early planning and investment to build a strong foundation for Future Fremantle and an overall positive impact on the broader City of Fremantle:

- Economic revitalisation within the existing City Centre and its connections to waterfront;
- Investigating a clear integrated transport plan for North Fremantle as a District Centre confronting major changes;
- Investigating and advocating for an appropriate governance model / agency to advance the planning and redevelopment, including a central role for local government and integration of land use and transport planning.

3. Industry

Maintenance of suitable zoning, access to infrastructure, and support for emerging industry and colocation and consolidation are important in optimising the potential of all industries to thrive and call Fremantle home over the next 10-15 years.

Overall, the local planning strategy facilitates trade, investment, innovation, employment and community betterment by providing suitably zoned and serviced land for commercial activities and services.

This includes facilitating opportunities for local employment, tourism, healthcare and knowledge-based industry as well as avoiding land use conflicts by separating incompatible uses through zoning and the provisions of buffers (i.e. Fremantle Port and O'Connor buffers).

Table 3: Economy and Employment – Planning Directions and Actions

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1. Activity Centres (retail, commercial and entertainment)	i. Promote Fremantle as Perth's second city: a vibrant, multi-use Strategic Centre and ocean gateway to the city.	a. Explore ways in which the local planning framework can encourage a compatible mix of land uses, that provides flexibility and improves walkability. This may include considering the role of structure plans in directing ground floor commercial uses in the City Centre's core with the opportunity for residential density on upper floors, to the periphery and off the main streets.	Part 2: 4.3.1 Activity centres recognises the need to provide for wide range of uses consistent with role as strategic centre and protection of heritage character Reference: Draft SPP4.2, CoF SCP	Ongoing (throughout the life of the LPS, requiring regular review)	A
		b. Work collaboratively with the Department of Transport to support the harbours' continued evolution as both authentic working harbours, and significant marine industry, employment, tourism, recreation destination and a blue economy complementary to the broader City Centre. Including to participate in review of the Fremantle Harbours as a key part of the City Centre.	Part 1: Table 3-m,n,t Part 2: 4.3.1 Activity centres, 4.3.3 Industry	Short term (1-5 years) – Medium term (5 – 10 years)	10

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		c. Review of development and land use standards around the Paddy Troy Mall to facilitate a diverse or select mix of land uses and improve functionality and vibrancy of this area of the City Centre.	Part 2: 4.3.1 Activity centres recognise the need for consolidation within centre core and opportunities for contextually appropriate redevelopment of non-heritage sites Reference: CoF SCP	Medium term (5 – 10 years)	6
		d. Review noise conflicts and management strategies within the City Centre, including considering establishment of a Special Entertainment Precinct.	Reference: PSG Special entertainment precincts (draft), CoF SCP Part 2: 4.3.1 Activity centres	Medium term (5 – 10 years)	A
		e. Utilise the City Plan: City Centre to inform future Precinct Structure Planning or subsequent stages of planning, where relevant.	Reference: Draft SPP4.2, CoF SCP Part 2: 4.3.1 Activity centres	Long term (10 – 15 years)	A

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		f. Increase attractiveness of Fremantle as a destination, and economic and tourism focal point by advocating (e.g. to state government and other agencies) for place-making design interventions to: i. better connect the City Centre with its waterfront; ii. improve legibility and connectivity between tourist destinations within the City; and iii. improve legibility and connectivity to tourist destinations outside the City such as Cottesloe, Perth and Coogee Beach.	Reference: SPP7.3, Perth and Peel @3.5mil, CoF SCP Part 2: 4.3.1 Activity centres, 4.5.1 Transport infrastructure, 5vii.z, 4.5.6 Tourism	Ongoing (throughout the life of the LPS, requiring regular review)	A, B, C
	ii. Maintain a functional network and hierarchy of centres to service the local population and maintain a 'walkable' urban form	g. Avoid out of centre commercial/retail development, where it may undermine the viability of established hierarchy of centres.	Reference: SPP4.2. CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All
		h. At detailed planning stages, such as site specific scheme amendments or structure planning, review opportunity for new local centre / local store in Knutsford and McCabe Street Development Areas.	Reference: SPP4.2. CoF SCP Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment	Short term (1 – 5 years)	8

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		i. Review retail needs and investigate ways to fulfill such needs through the planning framework for: • the South Fremantle centre to potentially expand into a district centre and fill gaps in other centres; • other centres to fill identified retail gaps.	Reference: SPP4.2 Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment	Medium term (5 – 10 years)	All
		j. In addition to the actions outlined in the Urban Corridor Planning Area under Part 4, review role and function of Mixed Use areas along Victoria Street and South Terrace, with the aim of defining and strengthening the City's activity centre hierarchy by preventing linear and out of centre development.	Reference: SPP3.5, SPP4.2, P&P@3.5 million, CoF SCP, Part 1: Table 3-1iii.l Part 2: 4.3.1 Activity centres, 1ii.n	Short term (1-5 years)	
		k. Prepare parking policy for non-residential car parking to optimise accessibility, land use efficiency and place character and function, and investigate parking assessments for different parking rates in precinct plan, centre, or structure plan areas.	Reference: CoF SCP & ITS Part 2: 4.3.1 Activity centres	Short term (1-5 years)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	iii. Maintain opportunity for new investment, business and residential populations in high quality new development	l. Facilitate further residential development and enhance retail and service centre catchment by reviewing feasibility impediments to higher density residential development including Building Code restrictions to adaptive reuse.	Reference: SPP3.5, P&P@3.5 million, CoF SCP Part 2: 4.2.3 Cultural heritage, 4.2.4 Activity centres (residential and community), 4.3.1 Activity centres	Medium term (5 – 10 years)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
2. Port	iv. Recognise the economic significance of the port and maritime functions and participate in work that advocates for good economic, environmental and social outcomes.	m. In preparing the City Plan: City Centre, identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including ways of advocating to relevant State government authorities for investigations into: i. Rail Crossing Improvements – to connect City to Waterfront. ii. Victoria Quay Activation. iii. Fishing Boat Harbour and Norfolk Street Extension. iv. Fremantle Oval Redevelopment Project. v. Housing Affordability, densification and residential uplift in City Centre. vi. Further consideration of Future of Fremantle governance structure to support meaningful City input. vii. Integration of Future of Fremantle planning with extant North Fremantle local centre and City Centre.	Reference: MRS, CoF SCP Part 2: 4.3.2 Employment, 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review)	A

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		n. For Arthur Head Precinct: Work with Fremantle Ports, Department of Planning, Lands and Heritage and Department of Transport on to explore opportunities to enhance understanding of heritage and social significance, and improve precinct's function as a key node in the City Centre, and interface between Fishing Boat Harbour, Bathers Beach, Victoria Quay and West End			11
3. Employment	v. Promote economic diversity incorporating traditional city centre functions, maritime uses and industry, tourism, food and beverage, as well as knowledge-based and creative industries and the blue economy	o. Review land use permissibility for all zones to ensure land use diversity, compatibility, and appropriate concentration of related uses.	Reference: Perth and Peel @3.5million, Cof SCP Part 2: 4.3.2 Employment, 4.3.3 Industry, 4.3.4 Tourism, 4.3.5 Knowledge based industry	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		p. Facilitate movement of people and employees to and between service and employment nodes. Continue to advocate for improved public transport connections to and between employment centres.	Reference: SPP3.0, SPP7.2, OP1.6, Cof SCP Part 2: 4.3.2 Employment, 4.5.1.1 Public transport	Ongoing (throughout the life of the LPS, requiring regular review)	All
4. Industry	vi. Protect appropriately zoned and serviced land for industrial uses	q. Review existing scheme provisions related to the O'Connor Industrial area to ensure they are effective and protect the objectives of the Industrial zone. This may include the O'Connor Industrial Interface Special Control Area and/or land use permissibility.	Reference: P&P @3.5million, Draft SPP4.1, MRS, Cof SCP Part 2: 4.3.3 Industry,	Ongoing (throughout the life of the LPS, requiring regular review)	3
		r. Manage land use conflict by ensuring areas peripheral to industrial land act as a transitional buffer. This may include undertaking a review of existing zoning, reservations or land use permissibility.	Reference: Draft SPP4.1 Part 2: 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review). Long	3

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
5. Tourism	vii. Build on the existing reputation of the City as a destination by further enhancing its unique attractions to local, regional, national and international visitors.	s. Review the City's planning framework as it relates to tourism to ensure it is fit-for-purpose, addresses emerging tourism trends, and is consistent with the Planning Bulletin for short-term rental accommodation.	Reference: P&P @3.5million, MRS, Cof SCP Part 2: 4.3.2 Employment, 4.3.4 Tourism	Ongoing (throughout the life of the LPS, requiring regular review).	All
		t. When considering or participating in proposals related to Victoria Quay and Fremantle Boat Harbours, advocate for tourism land uses compatible with the area's primary functions.	References: Part 2: 4.5.6 Tourism	Ongoing (throughout the life of the LPS, requiring regular review)	10,11,A

3.4 Environment

Fremantle has prioritised environmental responsibility for many years, demonstrating considerable leadership in the arena of climate change by declaring the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's historic heritage, vegetation, infrastructure and lifestyle. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

The City is predominantly fully developed with limited areas of natural environment remaining. The areas it does have are recognised as of great significance to the City and broader ecosystem and include: river and ocean foreshores, landform and bushland at Cantonment Hill, Clontarf Hill, Fredrick Samson Park and revegetated areas such as Booyembara Park. As the population grows, so too does the importance of these areas and other green spaces, providing both environmental and social benefits.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures. The City's strategy is outlined in its Water Efficiency and Conservation Plan. The need for articulated coastal planning and the impacts of sea level rise is starting to become apparent. The Future of Fremantle Place and Economic Vision calls for a sustainable, long-term 'protect' response that maintains the usability of the beach and supports its role and function as a regionally important destination. Fremantle Council is working with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for the Port beach area including accommodation of district level beach infrastructure.

3.4.1 Planning response

The effects of climate change will have implications for Fremantle's historic heritage, vegetation, infrastructure and lifestyle. Planning for a more sustainable urban environment through valuing green space, coastal planning, responsible contaminated site management, and implementing best practice water and bushfire management has the potential to contribute to reducing carbon emissions and or combat the effects of climate change.

Overall, the local planning strategy seeks to conserve natural assets through continued sustainable development and protecting and conserving natural resources and areas of value, whilst accommodating consolidation in areas.

In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1. Climate emergency

    - Continue to acknowledge the climate emergency and promote sustainable low or no-carbon urban form. Advance responses through both adaptation to the climate emergency impacts, and mitigation of the change.

2. Natural Areas & Vegetation

    - Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.

3. Water Resources

    - Protect water resources and promote best practice management.

4. Coastal Protection

- Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.

5. Contamination

- Maintain responsible management of contaminated sites pending their remediation.

6. Bushfire prone areas

- Continued application of the SPP and management of bushfire prone areas in the City

Table 4: Environment – Planning Directions and Actions

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1. Climate emergency	i. Continue to acknowledge the climate emergency and promote sustainable low or no-carbon urban form. Advance responses through both adaptation to the climate emergency impacts, and mitigation of the change.	a. Consider how the local planning framework can enhance Environmentally Sustainable Design requirements for new development to support a move to low carbon living, more affordable living and more efficient use of limited resources.	Reference: Western Australian Climate Policy, CoF SCP, LPS4 and LPP. Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All
		b. Review energy efficiency criteria for density bonuses and explore opportunity to incentivise energy efficient building where appropriate.	Reference: Western Australian Climate Policy, CoF SCP, LPS4 and LPP Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		c. Continue to support initiatives that reduce carbon footprint of urban development.	Reference: Western Australian Climate Policy Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All
2. Natural Areas & Vegetation	ii. Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.	d. Where regional or local reservations are managed by the City, ensure management practices are aligned with the intent of the City's Greening Fremantle Strategy 2020 and Urban Forest Plan.	Reference: SPP2.0, SPP2.8, OP5.3, CoF SCP Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All
		e. When considering structure plan and development proposals, advocate for connected network of natural/green open spaces as per Greening Fremantle Strategy.	Reference: SPP2.0, SPP2.8, CoF SCP, Greening Fremantle strategy Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		f. Advocate to Main Roads WA and work with DPLH to review and potentially expand Clontarf Hill reserve boundary (R21680) to reflect the Aboriginal Cultural Heritage Register Place 18332 north of Healy Road, existing local planning scheme reservation and/or undeveloped land that could be included in the reserve, to ensure that areas of environmental and Aboriginal heritage significance are protected.	Reference: SPP2.0, SPP2.8 Part 2: 4.4.2 Natural areas.	Medium term (5 – 10 years)	4
		g. Protect significant vegetation on private property by reviewing the Significant Tree and Vegetation Areas register for efficacy and consider other options for tree protection. Overall, encourage appropriate landscaping and retention of trees on private land where appropriate.	Reference: OP2.2, CoF SCP Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		h. Consider how the local planning framework may be able to enhance landscaping requirements for private development to promote increased tree canopy.	Reference: Part 2: 4.4.2 Natural areas	Short term (1-5 years)	All
3. Water Resources	iii. Protect water resources and promote best practice management	i. Explore how the local planning framework can support reduced water use and improved management of water cycle. Consider promoting application of integrated urban water management solutions in new development and, in conjunction with the Water Corporation, infrastructure upgrades where required.	Reference: SPP2.0, SPP2.9, PSG Western Australian Climate Policy Part 2: 4.4.3 Water resources	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		j. Minimise impact of development on river water quality and reduce flood risk by considering need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River, and define any necessary mitigation responses.	Reference: SPP2.9, SPP3.4	Long term (10 – 15 years)	2
4. Coastal Protection	iv. Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.	k. Identify whether there are areas outside of the Leighton and Mosman Park Beaches Coastal Adaptation Plan at risk of coastal impacts, and define any necessary mitigation responses.	Reference: SPP3.4, SPP2.6, SPP3.4 Part 2: 4.4.4 Coastal protection	Medium term (5 – 10 years)	1,2

		l. Promote implementation of the City's Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan, which includes the following actions: i. incorporate a special control area for vulnerable coastal areas; ii. develop local policy to manage coastal settlement planning; iii. develop foreshore management plans that include comprehensive policy guidance for temporary development and land use within the coastal foreshore reserve; iv. liaise with the WAPC to request review of the	Reference: SPP3.4, SPP2.6 Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	1,2

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		State Coastal Planning Guidelines and review regional plans and strategies to facilitate an appropriate response; and vi. request changes to the MRS where needed to support adaptation decisions and deliver appropriate strategies.			
5.Contamination	v. Recognise long term constraint to development posed by contamination and support responsible management of contaminated sites pending their remediation	m. Ensure contaminated areas are managed in a safe manner by continuing to apply state legislation & liaise with referral agencies on potentially contaminated sites.	Reference: Part 2: 4.4.6 Contamination	Ongoing (throughout the life of the LPS, requiring regular review)	All
		n. In collaboration with DWER, consider interim uses for Hollis Park & South Fremantle Landfill site which do not restrict long term redevelopment potential and pending resolution of long-term constraints (contamination).	Reference: Cockburn Coast DSP, PSG Renewable energy facilities	Long term (10 – 15 years)	5

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
6. Bushfire prone areas	vi. Continued application of the SPP and management of bushfire prone areas in the City	o. Manage and plan for bushfire hazards by avoiding further land-use intensification in bushfire prone areas unless adequately managed.	Reference: SPP3.4, SPP3.7 Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All
		p. Manage using best practice of bushfire prone sites by continuing to apply SPP and manage bushfire prone areas under the City's control.	Reference: SPP3.4, SPP3.7, Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All

3.5 Infrastructure

As an established metropolitan municipality, the City's hard infrastructure (its roads, rail, port, power, water and wastewater systems, telecommunication, recreational and civic buildings) is well established, having been progressively installed and periodically upgraded over the past 200 years since Fremantle was first settled by Europeans.

As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy.

The Framework identifies several required electricity supply upgrades to accommodate population growth within the City. In addition, wastewater in the vicinity of Strang Street in Beaconsfield, Brockman Place in South Fremantle and Knutsford Street in Fremantle requires extension and/or upgrade as it is currently a constraint to development.

Within the municipality there are many infrastructure projects already underway, led by public authorities in conjunction with the City. These include, but are not limited to, the Swan River Crossings Project, improvements to facilities at North Fremantle station, extension of the Perth-Fremantle Principle Shared Path and the Future of Fremantle project.

Several new projects are identified as desirable in response to changing needs and opportunities, including coastal infrastructure in response to seal level rise and the changing coastal environment, and improved public transport to connect the south and bicycle infrastructure.

As the population increases, an investigation of higher order roads that are operating at capacity will need to be undertaken to determine what upgrades are required.

Looking ahead, as new technology emerges and the population ages, transport needs in the City will include retrofitting facilities for electric powered modes of transportation and accessible infrastructure. In addition, further planning around the upgrade of second tier public transport could identify further rapid transport opportunities.

3.5.1 Planning response

Overall, the response to this theme is to maintain current connections, promote holistic design, continue to advocate for improved public transport connections, maintain port access and buffers, support increased servicing in development areas and sustainable solutions, support sympathetic to the heritage telecommunications infrastructure and be open to different models to fund infrastructure needs. In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1. Transport

- Accommodate growing regional movement demands without undermining the fine grain network and active transport opportunities Fremantle has long championed. This may include better understanding the capacity of the existing road network and any impacts from areas identified for intensification. In collaboration with Main Roads, Department of Transport and/or DPLH the City will consider reviewing higher order roads operating near capacity and identify upgrading works to accommodate higher traffic volumes and advocate for improved public

transport capacity as a result of upcoding in areas identified for intensification.

2. Port

- Identify functions necessary for retention and advocating for opportunities for renewal following the relocation of container shipping.

3. Coastal Infrastructure

- Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts.

4. Servicing

- Promote service extensions to development areas.
- Continue to assess the state of current infrastructure and generally give priority to improving and maintaining the network over new works. It will be the City's role to advocate to, and work in partnership with, servicing agencies to ensure that infrastructure within the City is fit for purpose.

5. Telecommunications

- Maintain efficient telecommunications network and provision for growing demands.

6. Funding

- Equitable and effective provision for funding of infrastructure upgrades within a highly constrained environment from a limited rates base and with legal and practical restrictions on development contributions.

Table 5: Infrastructure – Planning Directions and Actions

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1. Transport	i. Reconcile both place and movement objectives in their planning and design to ensure the optimal use of land and provision of parking	a. Review parking provision and management, and review scheme parking standards to optimise efficient use of land, resources and access to goods, services and employment.	Reference: CoF SCP & ITS Part 2: 4.3.1 Activity centres	Short term (1-5 years)	All
		b. Collaborate with State agencies over implementation of Swan River Crossings project, including completion of PSP and public realm opportunities around Naval Stores and linking Cantonment Hill to river foreshore.	Reference: CoF SCP & ITS Part 2: 4.3.1 Activity centres	Short term (1-5 years)	

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	ii. Accommodate growing regional movement demands without undermining the fine grain network and active transport opportunities Fremantle has long championed.	c. In conjunction with Main Roads and/or DPLH, consider reviewing higher order roads operating near capacity and identify upgrading works and holistic design modifications to incorporate multiple modes of transport and/or non-infrastructure solutions to accommodate higher use of transport corridors as a result of upcoding in areas identified for intensification.	Reference: CoF SCP & ITS Part 2: 4.5.1 Transport Infrastructure	Ongoing (throughout the life of the LPS, requiring regular review)	All
		d. Following confirmation of future freight / transport task force, review transport noise projections and potential benefit of introducing Transport Noise Special Control Areas into scheme to provide mitigation.	Reference: SPP5.4 Part 2: 4.5.1.3 Freight	Long term (10 – 15 years)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	iii. Improve access to employment and services for community, access to employees and economic development for business, and optimise use of infrastructure.	e. Continue to advocate for mid-tier public transport links including rapid transit to support district movement of workforce and population between employment and activity centres. Work with the Public Transport Authority to undertake further corridor planning to ensure that access and catchments within the City are optimised.	Reference: P&P @3.5 Million, CoF SCP & ITS Part 2: 4.5.1 Transport Infrastructure	Ongoing (throughout the life of the LPS, requiring regular review)	Future rapid transport
		f. Maintain an urban structure which supports walking and cycling as preferred modes of transport, with high levels of permeability, accessible consolidated activity centres, passive surveillance, high quality streetscapes and public realm. Refer to Table 2 (1)(i)(a)	Reference: CoF SCP & ITS Part 2: 4.5.1 Transport Infrastructure	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
2. Port	iv. Support continued operation of Fremantle Port pending relocation	g. Ensure the local planning framework supports buffers around Fremantle Port to accord with operational needs, safety and amenity. This may include advocating for protection of existing special control areas and requirements under local planning policy or undertaking a review of these mechanisms to ensure the buffer functions (such as boundary and land use and built form restrictions) are commensurate with port operations.	Reference: Draft SPP4.1, CoF SCP Part 2: 4.5.2 Fremantle Port	Ongoing (throughout the life of the LPS, requiring regular review)	9
		h. Work collaboratively with Main Roads WA, DPLH and/or Fremantle Ports to ensure there is ongoing freight access to the Port, accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents.	Reference: CoF SCP & ITS Part 2:4.5.1.3 Freight, 4.5.2 Fremantle Port	Ongoing (throughout the life of the LPS, requiring regular review)	9

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
3. Coastal Infrastructure	v. Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts	i. In conjunction with Department of Transport and adjoining Local Authorities, continue to monitor shoreline and water level movement.	Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal	Ongoing (throughout the life of the LPS, requiring regular review)	1,2,9,10 ,11
		j. Work with Department of Transport, Fremantle Ports and DPLH, where relevant, to facilitate long term protection works through the port and harbours.	Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal	Medium-Long / Ongoing (throughout the life of the LPS, requiring regular review)	9
		k. Promotion of coastal district level facilities, such as proposals related to surf life saving clubs or regional open space, which may be generated from or located within any redevelopment areas to complement nearby facilities, and take into account the Port, Leighton and Mosman Park Beaches Costal Adaption Plan. Refer to Table 4 (4) (iv) (k) and (l)	Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal	Medium term (5 – 10 years) - Long term (10 - 15 years)	1,2

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		l. Participate in future of the boat harbours work with the Department of Transport and other agencies, taking into account changing industry and recreational needs, and opportunities for increased connection to the waterfront.	Reference: SPP7.2, CoF SCP Part 2: 4.3.2 Employment, 4.4.4 Coastal protection, 4.4.1 Transport Infrastructure, 4.5.5 Coastal	Short term (1-5 years) - Medium term (5 – 10 years)	10
4. Servicing	vi. Promote service extensions to development areas	m. Work with the Water Corporation to identify and plan for any water supply and sewerage infrastructure upgrades or extensions needed to service anticipated demand. In particular, investigate sewer extension to Strang Street, Beaconsfield; Brockman Place, South Fremantle; and Knutsford Street, Fremantle.	Reference: CoF SCP Part 2: 4.5.4 Servicing	As needed	All
		n. Where feasible and appropriate, advocate for innovative and more sustainable service solutions such as shared battery and water reuse schemes in Structure Plans.	Reference: CoF SCP Part 2: 4.5.4 Servicing	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
5.Telecommunication	vii. Support efficient telecommunications network and provision for growing demands	o. Assist to facilitate the policy outcomes of *State Planning Policy 5.2 – Telecommunications Infrastructure* by updating the City's scheme and local policy, which may include considering a scheme amendment to ensure Telecommunication Infrastructure is not designated as a 'use not permitted' (X) in any zone in the zoning table.	Reference: SPP5.2 Part 2: 4.5.3 Telecommunications	Short term (1-5 years)	All
		p. Advocate to, and work collaboratively with, Western Power to deliver telecommunication (including fibre) upgrades to accommodate the City's anticipated population growth and to support economic development. This may include upgrades to substations in Edmund Steet and O'Connor locality and line routes in South Fremantle and O'Connor localities.	Reference: Part 2: 4.5.3 Telecommunications	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
6. Funding	viii. Implement infrastructure contributions so that costs are apportioned proportional to the need for the infrastructure and facilities, and the demand generated by development.	q. When considering planning proposals that trigger additional or upgraded infrastructure items and where cost-sharing arrangements cannot be implemented through alternative arrangements, investigate the use of Developer Contribution Plans, through Development Control Areas and relevant provisions under the scheme.	Reference: SPP3.6, CoF SCP Part 2: 4.5.4 Servicing	Long term (10 – 15 years)	All

4. Planning areas

4.1 Overview

Planning areas are designated places that require specific attention and more detailed planning to realise the long-term direction. This section outlines these areas and offers location-based planning directions and actions including information and direction from the preceding tables 2-5. Each of the areas corresponds to locations identified on the Local Planning Strategy map.

4.2 Planning Areas

Planning areas are activity centres, future urban intensification areas and transit corridors. The following provides a brief overview of the planning areas to establish the context for the proposed planning directions and actions.

4.2.1 Activity Centres

Fremantle City Centre – Strategic Centre

The City Centre Activity Centre encompasses the Core area designated as Central City on the Metropolitan Region Scheme. This includes the West End and City centre area bounded by and including Victoria Quay, the Fishing Boat Harbour and extending to mixed-use/residential streets down to Howard Street. It further incorporates Fremantle Oval and Hospital, Hampton Road/ Ord Street (including Fremantle Park and the Fremantle Leisure centre) to Tuckfield/Burt Street, and the Queen Victoria gateway (Figure 1 below).

The City centre is designated as a Strategic Centre under SPP 4.2, and serves as a regional hub tasked with delivering a comprehensive range of tourism, economic and community services essential for the local government area and broader region. Renowned for its historical significance, including the State-listed West End area, World-listed Fremantle Prison, and individually listed heritage places, the Centre seamlessly integrates heritage with contemporary aspects. The city centre thrives on cultural richness through diverse arts offerings, vibrant cafes, and a flourishing local community. Surrounded by a scenic waterfront encompassing the harbours, beach, and river, the centre solidifies its role as Perth's maritime gateway. Committed to sustainability and strategic urban planning, Fremantle prioritises a resident population, green spaces, pedestrian-friendly zones, and economic resilience.

Despite its regional significance, Fremantle faces challenges in maintaining its status as a premier commercial, tourist, and service destination. The emergence of alternative centres, characterised by purpose-built shopping complexes, alongside a sluggish regional office market and the global decline in traditional high street retail, poses significant obstacles to its prominence. Forecasts predict a substantial population surge in the City Centre and Queen Victoria gateway, projecting an increase from 2,784 (2021) to 4,896 individuals in the Strategic Centre by 2036, a 76% increase requiring an additional 1200 dwellings. This projected growth, both within the Centre and its immediate surroundings, will inevitably intensify the demand for services in Fremantle City Centre over the next 15 years and beyond.

In response to these challenges, the City of Fremantle is actively developing a series of comprehensive City Plans focusing on different strategic areas within the scheme area. The City Plan: City Centre is the first document and focuses on the central City Centre area and environs. This initiative aims to strategically and spatially plan for Fremantle City Centre's growth and evolution in the forthcoming decades taking into account population increases, infrastructure servicing, transport networks, sustainability, climate risks,

heritage, vegetation and port relocation. Successfully navigating the conflicting values and objectives necessitates a thoughtful, nuanced, place-based approach to achieve optimal outcomes. The insights derived from this work will shape future projects, precinct planning, and policies related to housing, sustainability, transport, parking, design guidelines, and other planning controls crucial for supporting the centre's sustainable development.

A significant emphasis of this plan is to explore opportunities for increasing the residential population in the City Centre. To realise this objective, the plan considers growth scenarios that surpass state planning targets, aspiring to accommodate an additional 10,000 city dwellers by the year 2050. This ambitious vision aligns with the broader goal of ensuring Fremantle's sustainable growth and prosperity.

Key considerations for the City centre include accommodating and balancing the following:

- Increasing the resident population to support the day and night economies.
- Prioritising sustainable and efficient use of public infrastructure, including public transport and open spaces, and addressing existing or future gaps.
- Enhancing Fremantle's attractiveness as a destination and economic hub (commerce and employment).
- Advocating for design interventions to enhance unique attractions and connect the City Centre with its waterfront.
- Cultivating economic diversity, encompassing traditional functions, maritime uses, tourism, food and beverage, as well as knowledge-based and creative industries, while concurrently maintaining land use flexibility.
- Retaining or enhancing the urban canopy.
- Conserving built and Aboriginal heritage.
- Promoting walkability within the urban landscape.
- Proactively identifying and addressing land use conflicts.
- Supporting sustainable practices including measures for climate resilience and environmental conservation.
- Ensuring accessibility and inclusivity in urban planning.
- Enhancing digital infrastructure to support technological advancements.

To achieve this, further detailed planning is required within the lifetime of the Strategy. Primarily this may involve developing a Precinct Structure Plan and implementing any local planning scheme changes or developing or amending local planning policies as required.

Figure 1: City Plan: City Centre Area

Table 6: City Centre Planning Actions

Plan Ref	Planning Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
A Activity Centre - Strategic	Fremantle City Plan: City Centre Area	As Perth's second city, ocean gateway, and a vibrant contemporary place, Fremantle's City Centre plays a leading role in supporting urban and economic development on a regional scale. The focus is on optimising employment opportunities, supporting a resilient 7-day-a-week economy, facilitating land use diversification, and accommodating residential intensification.	• Guided by the outcomes of the City Plan: City Centre and the State Planning Framework, develop a Precinct Structure Plan and/or new scheme provisions or policies. • Consider how a Precinct Structure Plan can capture outcomes of the Fremantle Oval redevelopment project. • Incorporate relevant land use and planning outcomes of the City Plan: City Centre into the Local Planning Strategy. • Ensure relevant Local Planning Policies are reviewed and updated where required to achieve the outcomes of the City Plan: City Centre. • Rationalise any zoning, land use and height anomalies, as required.	• Density ranges • Bonus height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Links to the Harbour and Victoria Quay • Special entertainment noise precinct • Urban Design • Access and inclusion • Parking management • Developer contributions • CHARMAPS and flooding events	Part 2: 4.3.1 Activity centres	Long term

North Fremantle Centre - District Centre

The North Fremantle centre currently operates more akin to a Neighbourhood Centre. The official classification of the Centre, however, is District Centre under SPP 4.2. Anticipating growth, the broader North Fremantle area expects an addition of around 920 dwellings, accommodating approximately 1,803 more residents by 2036. A centre tailored to serve the current and expanding resident's daily and weekly needs will become increasingly imperative over the life of this strategy.

The current limitations on the centre's functionality and layout arise from physical constraints imposed by the Fremantle railway line and the high-use primary regional and major roads, such as Stirling Highway, Tydeman Road, Curtin Avenue, and Queen Victoria Street, which encircle and run through the centre. Stirling Highway, particularly, acts as a barrier to pedestrians seeking to access the Centre from the bulk of the North Fremantle residential area. Growth opportunities are further challenged by the physical constraints of the river, coast, and port, as well as the proximity to the City of Fremantle Strategic Centre. The centre is largely developed and it contains State and local heritage-listed places. While heritage contributes significantly to its unique character, it can pose challenges to development potential. The Retail Needs Assessment underscores a floor area/retail gap in North Fremantle, particularly in terms of a supermarket use/site, necessitating future provision.

To overcome these challenges, a clear understanding of various transport-related decisions and proposals, such as the Curtin Avenue extension (current Planning Control Area 158), flyover options, pedestrian over- or underpasses, and alternative future railway station placement, is essential. Exploring opportunities for additional development within the centre, whether through the relaxation of scheme constraints on larger peripheral lots or structure planning. is crucial. Furthermore, detailed planning work is necessary for a more explicit delineation of the District Centre's boundary and an exploration of the potential for additional residential and commercial development in and around the core.

Figure 2: North Fremantle District Centre

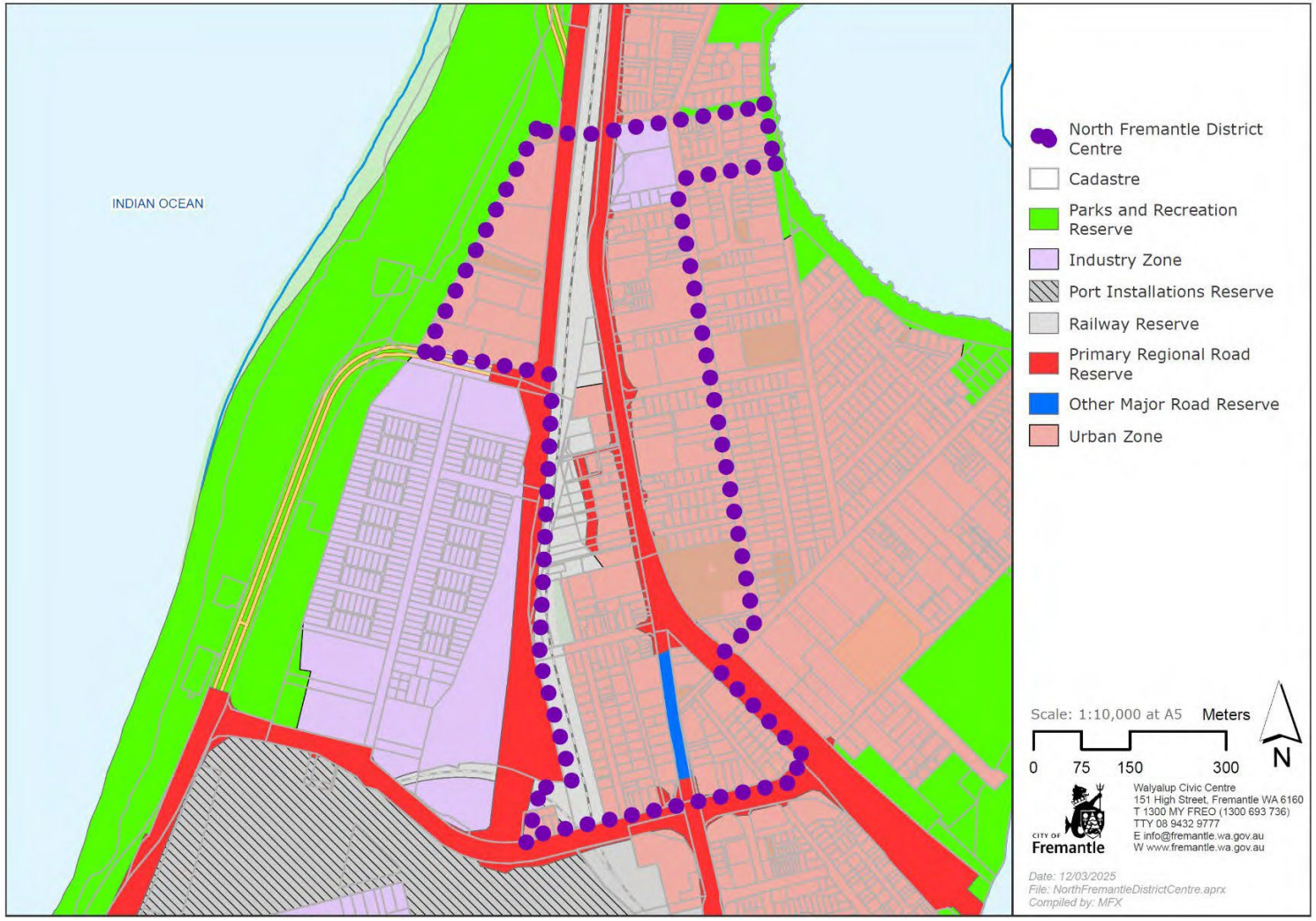


Table 7: North Fremantle District Centre Planning Actions

Plan Ref	Planning Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
B Activity Centre District	North Fremantle District Centre	Strive to maintain the unique character of North Fremantle, while enabling density and mixed-use development that takes into account the physical constraints and opportunities presented by the area, including its proximity to the beach, river, and port.	Investigate introduction of a District Centre zone, corresponding objectives and land use permissibility into the scheme.	• Density ranges • Bonus height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Fremantle Bridge • Stirling Highway and Curtain Avenue alignments • Train station placement • Improved connections to the residential areas east of Stirling Highway. • Centres distribution	Part 2: 4.3.1 Activity Centres – District Centre	Long term
			Develop a Precinct Structure Plan for the North Fremantle District Centre.			
			Investigate a district-level structure plan that may identify new district, neighbourhood or local centres within North Fremantle.			

Neighbourhood, Mixed Use & Local Centre

The City currently features a network of neighbourhood, mixed use and local centres that serve as key focal points for walkable communities. The continuous shifts in retail patterns impact the functioning of these smaller centres, prompting the need to define and support operation of designated centres

The growth and revitalisation of the City Centre, along with the maintenance of smaller-scale centres, are strategic priorities for the City that, while at different ends of the scale, support a robust sustainable urban form, local character, and economic vitality. A review of future retail demand, considering evolving contexts and population growth, is essential to manage expectations and support centre scale and growth

potential. Specifically, mixed-use areas, particularly along South Terrace, reveal blurred distinctions between centres and mixed-use zones. A purposeful review of these mixed-use areas is recommended to recalibrate expectations and potentially adjust ground floor retail requirements or zoning to define a centre hierarchy for lower order centres. Future development areas, such as Knutsford and McCabe Street, present opportunities for new local centres, requiring a balanced approach that aligns with the established centre network. The South Fremantle shopping centre is earmarked for detailed planning to enhance its utilisation and foster a diversified mix of uses with the consent of property owners.

Furthermore, consistent with SPP 4.2 and the urban consolidation principles of the Framework, the City aims to provide for medium and higher densities in or around these centres, harmonising with their scale, to uphold the longevity of commercial activities and encourage housing diversity.

Overall, a tailored, place-by-place approach is imperative when addressing the development of neighbourhood, mixed-use, and local centres to consider local variations in character, heritage aspects, layout, transport and access, use and function.

Table 8: Neighbourhood, Mixed Use & Local Centre Planning Actions

Plan Ref	Planning Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Activity centre – Neighbourhood and Mixed Use	Neighbourhood and Mixed Use zoned land	Strengthen and define the City's lower order Activity Centre hierarchy to ensure the scheme's zones function effectively and efficiently. Avoid ribbon or out centre commercial development	Review the large areas of existing Mixed Use zones within the City (such as the South Terrace corridor, Hampton Road and land in proximity to Stirling Highway) to understand its function and determine whether updates are required to the local planning scheme to define Neighbourhood Centres or Local Centres in these locations.	• Appropriate density • Height requirements • Aboriginal and Historic Heritage • Preferred land uses and location of land use i.e. ground floor or upper floors • Servicing infrastructure capacity • Traffic impacts • Local character • Site specific issues	Reference: SPP7.2, CoF SCP Part 2: 4.3.1 Activity centres	Short and ongoing
Activity centre - local	Local Centre zoned land					

Activity centre – Neighbourhood and Mixed Use South Fremantle		Facilitate South Fremantle Neighbourhood Centre as a vibrant neighbourhood centre that encompasses weekly and convenience retailing and other amenities to service the diverse needs of the local community.	Conduct a comprehensive land use review of the South Fremantle centre to ensure zoning and development standards can accommodate future demand.			Medium

Note: Commercial Centres are included in light industry / service commercial on the LPS map.

4.2.2 Future Urban Intensification Area

North Fremantle Urban Precinct

Adjacent to the North Fremantle District Centre lies around 23.93 hectares of land referred to as the North Fremantle Urban Precinct. The precinct has historically been used for industrial purposes due to its proximity to the Fremantle Port. A change in the requirements of the use of the land has recently seen the site become vacant, largely cleared, and underutilised. The site is located adjacent to Port Beach, Leighton Beach mixed-use development and the North Fremantle District Centre, as well as being within 200 metres southwest of North Fremantle Station. Given this location, exploration of alternative land uses for the site, including urban purposes, is being explored.

The land has recently transitioned from the Industrial zone to the Urban Deferred zone and Parks and Recreation reserve in the Metropolitan Region Scheme. The primary objective of this zone and reserve is to enable the redevelopment of the site for mixed-use commercial and residential purposes, incorporating Public Open Space areas. Following the Lifting of Urban Deferment, a Local Planning Scheme amendment, and subsequent detailed local structure planning would be required.

The City of Fremantle Council identifies several key issues that require resolution or further investigation before advancing urban development of the precinct. These include:

- **Coastal Foreshore Parks and Recreation Reserve:**
  Determining the extent of land required for an expanded coastal foreshore Parks and Recreation Reserve that takes into account coastal processes.
- **Coastal erosion:**
  The effect of coastal erosion on the site using the most up-to-date science and information.
- **Future Fremantle Planning:**
  Ensuring that the Future of Fremantle planning is sufficiently advanced to establish clear objectives guiding future urban integration and development in the area.
- **Remediation:**
  Addressing environmental remediation concerns to ensure the safety and sustainability of the development.
- **Provision of Essential Services:**
  Ensuring that the land is capable of being provided with essential services such as water, electricity, and sewage.
- Port Buffer considerations
  Appropriate to the location and function of the port now and in the future.
- **Transport and Access Considerations:**
  Reviewing and resolving regional and local transport and access considerations to enhance urban form and connectivity on the Leighton/North Fremantle Peninsula.

Addressing these issues comprehensively will contribute to the successful and sustainable development of the precinct.

Figure 3: North Fremantle Urban Precinct

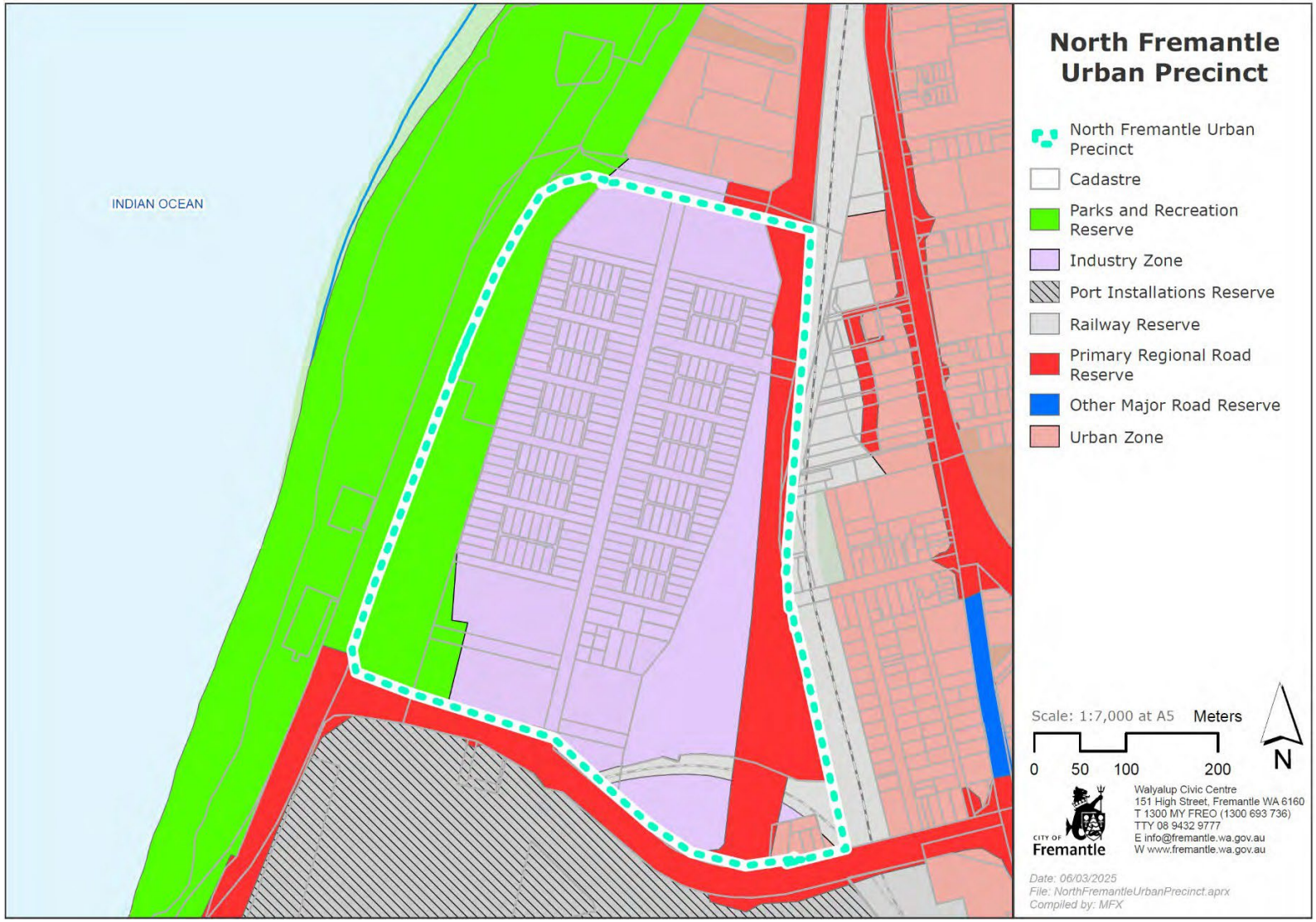


Table 9: North Fremantle Urban Precinct Planning Actions

Plan Ref	Planning Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
C – Future Urban	North Fremantle Urban Precinct	In revitalisation of the subject site, advocate for proposals that will adequately reduce constraints and optimise opportunities.	Work with the WAPC and relevant stakeholders and advocate for MRS zoning proposals that adequately address key concerns for the site	• Coastal Foreshore Parks and Recreation Reserve • Coastal erosion • Future Fremantle Planning • Remediation • Provision of Essential Services • Transport and Access Considerations • Port Buffer considerations	Part 2: 4.3.1 Activity Centres – District Centre 4.3.3 Industry	Short term
			Work with stakeholders to progress local planning instruments (likely structure plan and scheme amendment) to align with the MRS.	• Density ranges • Additional height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Fremantle Bridge • Stirling Highway and Curtain Avenue alignments • Train station placement		Medium term

4.2.3 Urban Corridors

The urban corridors identified in the *Perth and Peel @ 3.5 Million* Central sub-regional framework align with high-frequency public transit routes, and serve as connections between station precincts, activity and industrial centres. The framework emphasises the importance of investigating higher residential densities along these urban corridors and considering mixed land uses where suitable to achieve a more compact and diverse urban form. The City intends to prioritise urban consolidation within and around Activity Centres in the short term and along urban corridors in the medium to long term.

The extent of urban corridors for consolidation is indicative in *Perth and Peel @ 3.5 Million* and subject to practical considerations such as lot and road layout, and an area's character and heritage considerations. The City has implemented nodal development along the South Street urban corridor. Further opportunities for development along the transit nodes will need to be carefully considered in the context of the existing neighbourhoods.

The indicative future rapid transport corridors require further investigation. These corridors may have greater potential for light rail transit, or other high-frequency and rapid transit options.

Overall, the corridors play a crucial role in shaping urban development, improving connectivity, and addressing transportation needs in our growing city.

Figure 4: Urban Corridors

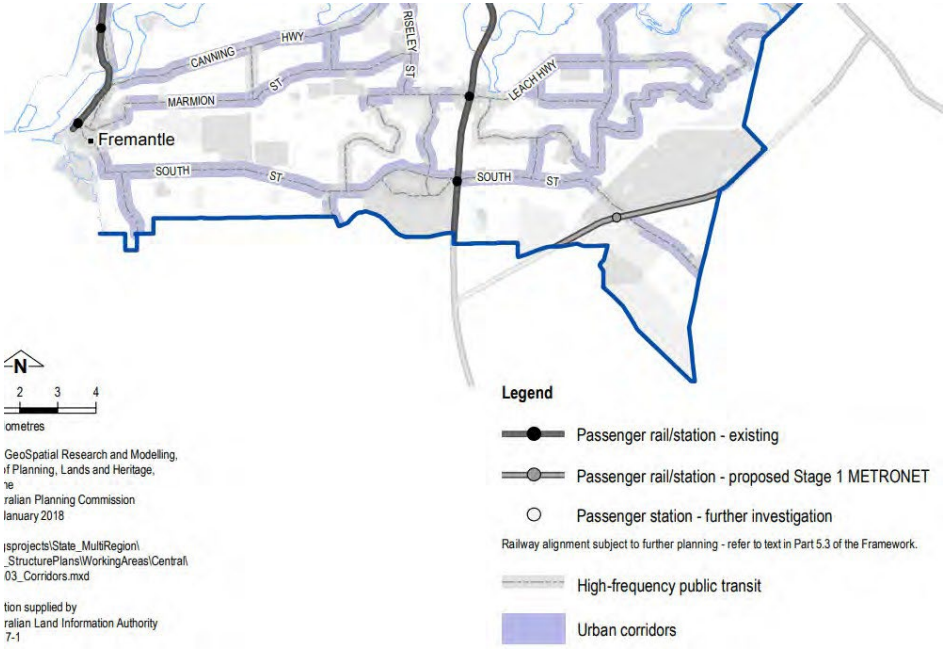
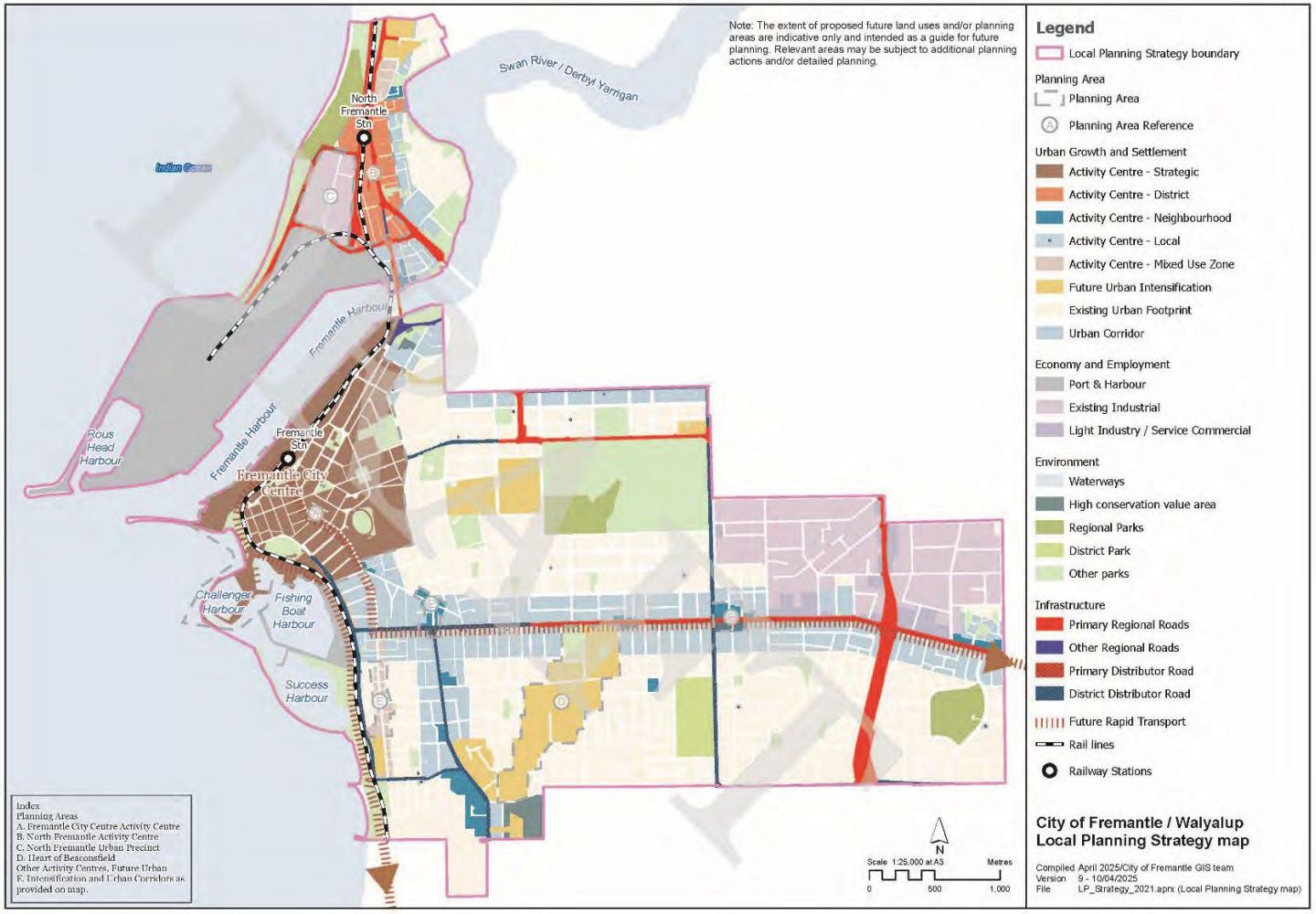


Table 10: Urban Corridor Planning Actions

Plan Ref	Planning Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Urban Corridor	South Street Marmion Street Stirling Highway Hampton Road	Provide for land use intensification, land use mix and housing diversity within proximity to high frequency public transport amenities where appropriate to do so considering the characteristics, opportunities and constraints of an area.	Investigate opportunities to increase residential densities in proximity to urban corridors such as Stirling Highway, Marmion Street, South Street and Hampton Road. This will include identifying suitable areas for intensified development and may result in the maintenance or consolidation of established nodes (centres).	• Existing land use function • Density ranges • Additional height locations • Aboriginal and Built Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Stirling Highway and Curtain Avenue alignments	Perth and Peel at 3.5 million	Medium to long term
Future rapid transport	South Street and Cockburn Rapid Transit	Recognise need for infrastructure and amenity to support density. Determine mode, layout and commitment timing to transit upgrades before seeking to introduce additional density. Mitigate the risk of suboptimal development and fragmentation through premature upcoding.	Advocate for further definition and advancement of rapid transit including detailed planning and delivery of rapid transit along South Street and/or other freight corridors (such as Hampton Road) and plan for development opportunities in these corridors as presented / confirmed.	• Existing land use function • Aboriginal and Built Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts	Reference: SPP4.2, SPP7.2, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)

5. Strategy Map

Figure 5: Local Planning Strategy Map



6. Implementation and Review

Implementation of the Strategy is proposed to occur in on-going activities and a series of projects, as listed. The timing of these (nominated in the 'Timeframe' column of the Part 1 tables including Planning Directions and Planning Action Tables) is based on priority relative to capacity.

In order to respond to changing social, economic, environmental and governance factors influencing land use and development within the City, as well as changing state planning policies and frameworks, the Local Planning Strategy must undergo periodic review. This is required by the *Planning and Development (Local Planning Schemes) Regulations 2015* to occur every 5 years. Review and update may also be occasioned by changes to the Strategic Community Plan and associated informing strategies.

Appendix 1 – Future Dwelling Scenarios

Prepared by .id the population experts, July 2023

	2016		2036		Change 2021 -2036	
Area	**Dwelling Number**	**% housing stock**	**Dwelling Number**	**% housing stock**	**Dwelling Number**	**% increase**
Beaconsfield	2,381	16.2	3,124	15.1	+743	+31.2
Fremantle	4,596	31.3	8,366	40.3	+3,770	+82.0
Hilton - O'Connor	2,065	14.1	2,272	11.0	+207	+10
North Fremantle	1,787	12.2	2,645	12.7	+858	+48
Samson	800	5.4	865	4.2	+65	+8.1
South Fremantle	1,649	11.2	1,910	9.2	+261	+15.8
White Gum Valley	1,411	9.6	1,565	7.5	+154	+10.9
City of Fremantle	14,689	100	20,747	100	+6,058	+41.2

CITY OF Fremantle

DRAFT Local Planning Strategy – Part 2

Background information and analysis
March 2025

DRAFT Local Planning Strategy Part 2 - Background Information and Analysis

Contents

1. Introduction 1

2. State and Regional Planning Context 2

2.1 State Planning Strategy 2050 2
2.2 State Planning Policies 2
2.4 Development control and Operational Policies 23
2.5 Position Statement and Guidelines 27

3. Local Planning Context 33

3.1 Strategic Community Plan 2024 - 2034 33
3.2 Previous local planning strategy 35
3.3 Local Planning Scheme 35

3.3.1 Scheme Review 35

3.4 Other planning schemes 35
3.5 Local Planning Policies 35
3.6 Structure Plans 36
3.7 Local Development Plans 41
3.8 Other Relevant Strategies, Plans and Policies 41
3.9 City Plan – City Centre 45

4. Local Government Profile 47

4.1 Demographics 47

4.1.1 Demographic Profile 47

4.1.2 Population Forecast 51

4.1.3 Dwelling Yield Analysis 53

4.1.4 Demographic Analysis 56

4.2 Community, Urban Growth and Settlement 57

4.2.1 Housing 58

4.2.2 Built form and character 61

4.2.3 Cultural heritage 61

4.2.4 Activity centres 66

4.2.6 Public open space and community facilities 69

4.2.7 Planning framework 74

4.2.8 Community, Urban Growth and Settlement Planning analysis 74

4.3 Economy and Employment 78

4.3.1 Activity Centres 79

4.3.2 Employment 82

4.3.3 Industry 86

4.3.4 Tourism 88

4.3.5 Knowledge based industry 88

4.3.6 Healthcare 89

4.3.7 Economy and Employment Response 89

4.4 Environment 93

4.4.1 Climate Emergency 93

4.4.2 Natural Areas 93

4.4.3 Water Resources 94
4.4.4 Coastal Protection 94
4.4.5 Basic Raw Materials 96
4.4.6 Contamination 97
4.4.7 Bushfire Planning 97
4.4.8 Environment Response 98
4.5 *Infrastructure 101*
4.5.1 Transport network (people and Freight movement) 101
4.5.3 Telecommunications 109
4.5.4 Servicing (Gas Pipeline, Water Corporation, Western Power) 109
4.5.5 Coastal 110
4.5.6 Tourism 111
4.5.7 Infrastructure Direction 111

TABLES

Table 1: State Planning Policy Overview and local planning strategy implications and responses 3
Table 2: Regional planning instrument overview and local planning strategy implications and responses 18
Table 3: Operational policies 23
Table 4: Position statement and guidelines 27
Table 5: Other relevant state or regional strategies, plans and policies 31
Table 6: Strategic Community Plan 2024-2026 33
Table 7: Structure plans 36
Table 8: Development areas not yet subject to structure plans 40
Table 9: Local development plans 41
Table 10: Other relevant strategies, plans and policies 41
Table 11: Census population by surburb 47
Table 12: WA Tomorrow Forecast Population Projections 2016 – 2036 52
Table 13: Forecast id population growth by suburb 53
Table 14: Forecasted dwelling numbers 54
Table 15: Registered Aboriginal sites 62
Table 16: Retail floor space gaps (Source: Pracys 2023) 67
Table 17: Population by year and POS per person 70
Table 18: Current POS provision 71
Table 19: Future POS provision 72
Table 20: Future POS sport spaces requirements 72
Table 21: City of Fremantle Retail Supply (Source: Pracsys, 2023) 79
Table 22: Comparison of Perth retail centres 80
Table 23: Retail floorspace gap comparison of centres 80

FIGURES

Figure 1: Western Australian Planning framework 1
Figure 2: State Planning framework 2
Figure 3: Metropolitan Region Scheme zoning over the City of Fremantle22
Figure 4: CoF demographic snapshot 47
Figure 5: Population by suburb and change 50
Figure 6: Population and household forecasts 2021 – 2036 55
Figure 7: 1865 Map of Fremantle 57
Figure 8: Key development sites 60
Figure 9: LPS4 Planning Areas 61
Figure 10: Aboriginal heritage: sites within the City of Fremantle 63
Figure 11: Built heritage: Heritage listed places and area 65
Figure 12: City of Fremantle Activity centres 68
Figure 13: Public Open space and community facilities 69
Figure 14: Hierarchy of POS and catchments 70

Figure 15: Count of POS by Suburb 71
Figure 16: Heart of Beaconsfield Masterplan 73
Figure 17: Key statistics for City of Fremantle 79
Figure 18: City of Fremantle's development pipeline 81
Figure 19: City of Fremantle and Greater Perth employment by industry sector 2021 83
Figure 20: City of Fremantle change in employment 2016/17 - 2021/22. ... 84
Figure 21: City of Fremantle Employment locations and number of workers 85
Figure 22: City of Fremantle O'Connor Industrial buffers 87
Figure 23: Educational Facilities 89
Figure 24: City of Fremantle Green links 93
Figure 25: City of Fremantle CHRMAP North 95
Figure 26: City of Fremantle CHRMAP South 95
Figure 27: Contaminated sites in the City of Fremantle 97
Figure 28: City of Fremantle Bushfire Prone Areas 98
Figure 29: Regional Centres and transport links between them 101
Figure 30: Residential location of local workers 102
Figure 31: Fremantle Rail line and ped sheds around train stations 103
Figure 32: Public transport links 104
Figure 33: Road links 106
Figure 34: Strategic Bike network 107
Figure 35: Fremantle Port Special Control Area 109

1. Introduction

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 local planning strategy for the next 10-15 years.

Part 2 is made up of three main parts:

State and Regional Planning context - This section provides a summary of the relevant State, regional planning contexts and their implications for the local planning strategy.

Local Planning context - This section provides a summary of the relevant local planning documents for context and their implications for the local planning strategy.

Local government profile – The profile presents an analysis of information relating to the demographic profile of the City and the key planning issues and opportunities influencing future development and land use in the City.

Figure 1 illustrates how documents at the state, regional and local level sit together in the planning framework. A local planning strategy is at a high strategic level, before structure plans, statutory (Local planning scheme) and policy work.

Figure 1: Western Australian Planning framework (Source: Perth and Peel @ 3.5 million (WAPC 2018))

2. State and Regional Planning Context

State and regional planning context outlines the key State and regional planning strategies and policies relevant to the City's Local Planning framework. The City's current planning framework is assessed against each of the higher-level state strategic documents.

Figure 2: State Planning framework (Source: State Planning Policy 1: State Planning Framework, WAPC 2017)

2.1 *State Planning Strategy 2050*

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.

This local planning strategy aligns with the state strategy by reinforcing Fremantle's role as a regional focus for employment, commercial activity and services, heritage, arts, entertainment and tourism, as well as a highly connected, inclusive and liveable community. Its strong focus on sustainability supports a resilient and responsible urban form.

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. SPP's considered to be specifically relevant to the City are outlined and described in Table 1

Table 1: State Planning Policy Overview and local planning strategy implications and responses

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 1 – State Planning Framework (SPP 1.0) 2017	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. 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. 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.	This Strategy has been prepared having regard to the requirements of the State Planning Framework of Western Australia, including relevant State Planning Policies applicable to the City. Current local planning framework consistent with SPP. No further or additional actions are required to ensure consistency. Response: Continue to ensure alignment with the state strategy by reinforcing Fremantle's role as a regional centre with a focus on employment, commercial activity and services, heritage, arts, entertainment and tourism, as well as a highly connected, inclusive and liveable community.

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.0 – Environment and Natural Resources (SPP 2.0) 2003	Broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making. 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.	Key environmental and natural resources have been considered in the development of the Strategy. Current local planning framework broadly consistent with SPP as it provides mechanisms for the protection and retention of trees and encourages sustainable building practices through local planning policy and/or Scheme provisions. Some further work required to maintain consistency and fully align includes: Response (Part 1 action cross-reference): Maintain regional and local conservation reserves to support conservation, protection and management of native remnant vegetation. (T4: 2ii.d) Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T2: 4viii.t, T4: 2ii.d-e, 4iv.k) Promote more sustainable urban form through consolidation, transport-oriented development and sustainable built form development standards. (T2: 1i.a) Promote greater provision for greening and landscaping in new development, including integration of water-sensitive urban design principles (WSUD). (T4: 3iii.i)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.6 - State Coastal Planning (SPP2.6) 2013	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. 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.	Coastal hazard risk management and adaptation plans (CHRMAPS) have been completed for both Southern Beaches and Port and Leighton Beaches. Current local planning framework broadly consistent with SPP. Some further work required to fully align. Responses (Part 1 action cross-reference): Implement outcomes of the CHRMAPS, including: Maintain regional reserves. (T4: 2ii.d) Investigate appropriate response to regional reserves to accommodate coastal processes and public recreational needs as part of North Fremantle Industrial Precinct planning. As part of this confirm intended beach hierarchy and designate coastal nodes within the foreshore reserve. (T4: 4iv.k, Planning area 1,2) Consider need for special controls for development on private land identified as at risk of coastal processes and flooding. (T4: 4iv.l, Plan ref 1,2) Promote update (if appropriate) and implementation of City's Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan and any other foreshore management plans. (T4: 4iv.k-l. Plan ref 1,2)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.8 - Bushland policy for the Perth Metropolitan Region (SPP2.8)	A policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.	The City has an adopted Urban Forest Plan and Greening Fremantle Strategy, and developed management plans for several important natural area reserves including Sir Fredrick Samson Park and North Fremantle Foreshore. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Maintain regional and local conservation reserves to support conservation, protection and management of native remnant vegetation, including the two existing Bush Forever areas within the City; Cantonment Hill, and Fredrick Samson Park. (T4: 2ii.d-f, 4iv.n) Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d, 4iv.l) Promote ongoing implementation of Urban Forest Plan and Greening Fremantle Strategy to protect and enhance canopy and biodiversity, including use of endemic species. (T4: 2ii.g-h)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
Draft State Planning Policy 2.9 – Planning for Water (SPP2.9)	Seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. Establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.	Water resource management is a consideration of planning and integrated as a requirement of structure planning large development sites. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to ensure structure planning and other large development processes apply integrated urban water management. (T4: 3iii.i) Consider need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River and define any necessary mitigation responses. (T4: 3iii.j)
State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0)	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. Outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities.	Urban growth shall predominantly be facilitated in high-density inner-city development including the existing city centres and northern gateway / east end. Other areas that will provide urban growth are on the large re-development (appropriately zoned for structure planning), the mixed use corridors and transit nodes as well as general infill in suburbs to maximise use of existing infrastructure and services. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T2: 1i.a-c, T3: 3v.p) Planning areas.

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 3.4 – Natural Hazards and Disasters (SPP 3.4) 2006	Encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment. Sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges.	This Strategy has been prepared having regard to the requirements SPP3.4 and the hazards applicable to the City. Current local planning framework consistent with SPP. CHARMAPs complete. Swan River flood risk documented. Bushfire prone areas reviewed. Ongoing work required to maintain consistency, including: Responses (Part 1 action cross-reference): Consider need for Special Control Areas within the planning scheme to identify areas at long term risk of coastal and flooding impacts, and define any necessary mitigation responses (T4: 3iii.j plan ref 2) Maintain consideration of natural disasters as a fundamental element in the preparation of planning documents. To be considered in conjunction with other issue-specific SPPs. (T4: 3iii.i,j, 4iv.k) Avoid further land-use intensification in bushfire prone areas unless adequately managed (T4: 6vi.o,p) City Centre planning area

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5) 2007	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. SPP Historic cultural heritage includes: heritage areas, buildings and structures, historic cemeteries and gardens, manmade landscapes and historic or archaeological sites with or without built features.	The City of Fremantle contains the UNESCO World Heritage listed Fremantle Prison, 280 places included on the State Register of Heritage Places (including the West End), and over 2500 properties on the Heritage List and 18 Heritage areas. The Scheme and Local Planning Policy Provisions, based on the Burra Charter and relevant legislation and State planning policies, are consistent with SPP3.5. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3.v.o,q) Continue to manage the City's heritage areas including review of established areas and opportunities for new heritage areas. (T2: 3iv.o) Continue to maintain Local Heritage Survey and Heritage List. (T2: 3iv.o) Continue to administer delegated applications within the State Registered West End. (T2: 3iv.o)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6) 2021	Sets set out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. To coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.	Future development and redevelopment may require the provision of new and/or upgraded infrastructure, which can be funded in a number of ways. There are currently no Development Contribution Plans in place. Current local planning framework consistent with SPP (including enabling provisions in scheme). Additional work as needed or required: Responses (Part 1 action cross-reference): Reconsider potential for and cost-benefit of contributions towards improved infrastructure to accommodate increasing population and infrastructure needs. (T2: 4viii.t, T5: 6viii.q)
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) 2015	Provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection. The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.	The policy will impact upon land use and development within identified bushfire prone areas. The City completed a Strategic Bushfire Hazard Assessment of bushfire prone areas in 2019 (refer to Appendix 8). Current local planning framework generally consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Avoid further land-use intensification in Bushfire Prone Areas unless adequately assessed and managed in accordance with SPP 3.7. (T4: 6vi.o) Continue to apply policy in considering strategic and statutory planning proposals within or adjoining bushfire prone areas. (T4: 6vi.o) Continue management of Bushfire Prone Areas under the City's care and control. (T4: 6vi.p)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 4.1 – Industrial Interface (SPP 4.1) 2022	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. Supports land use conflict being addressed as early as possible in and with increasing detail at each stage. Recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.	O'Connor Industrial area and the Port buffer areas are defined by Special Control Areas within the scheme and associated policies to minimise risk and land use conflict with surrounding sensitive (particularly residential) areas. Current local planning framework broadly consistent with SPP though requires some further work to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Review the O'Connor Industrial Area buffer to better align with state standards and minimise land use conflict. (T3: 4vi.q-r, Plan ref 3) Promote review of Port separation requirements and buffer provisions, particularly in consideration of strategic direction for Port and changing operational needs. (T5: 2iv.g,h)

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) 2023	The SPP 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. The draft 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. The policy identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning strategy. The analysis (Needs Assessment) provides an information base to support decision-making by including an assessment of projected retail, commercial and entertainment land use needs of communities in a local government area and its surrounds. 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.	Fremantle is recognised as a Strategic Centre under this SPP. North Fremantle is identified as a District Centre. These areas are designated on the strategy map and recognised as planning areas requiring further work in the strategy. Neighbourhood, and local centres are also identified on the strategy map. The City commissioned a Retail Needs Assessment in 2023 (Appendix 9). Further precinct planning would be beneficial and had been identified as specific planning areas. Ongoing work to maintain and ensure consistency includes: Current local planning framework generally consistent with SPP though requires some further work to update and ensure full alignment. Responses (Part 1 action cross-reference): Maintain highly accessible centre network and continue to apply zoning and land use permissibility reflective of centre hierarchy. (T2: 1i.a, T2: 1ii.d) Review retail sustainability, need and hierarchy considering the changing retail context and population. (T2: 1i.a) Review land use concentrations and revitalisation opportunities in Fremantle City Centre through city plan and potentially precinct planning. (T3: 1i.a,e, Planning Area A) Review land use mix and strategic potential of North Fremantle Town Centre (including opportunities to introduce grocery store) through precinct planning. (T3: 1ii.h, Planning area 8) Review land use mix and built form improvements in South Fremantle Centre (cnr Douro Road) potentially through precinct planning. (T3: 1ii.i). Encourage intensification in neighbourhood centres on strategic transport links including South Street and Hampton Road. Specifically, intensification of residential density with limitations on retail expansion to avoid unacceptable external impact (subject to Retail Needs Assessment). (T2: 1i.a, 2iii.l)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
		Review role and function of Mixed-Use areas in relation to activity centres. (T3: 1ii.g&j) Preclude or discourage large scale out-of-centre retail development including within Industrial, Business and Mixed-Use zones. (T3: 1ii.g)
State Planning Policy 5.2 Telecommunications Infrastructure (SPP 5.2) (2015)	SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply. 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.	Not all Telecommunication infrastructure requires planning approval i.e. those considered 'low impact' under the *Telecommunications (Low-impact Facilities) Determination 2018*. Telecommunication infrastructure is designated as an 'X' use in the Residential, Neighbourhood and Local Centre zones and an 'A' use in all other zones. The City's Scheme includes provisions for assessing telecommunications and *Local Planning Policy 2.25 – Telecommunications* was recently updated to guide new facilities and the upgrading or relocating of existing facilities which do not qualify as low-impact facilities under the Telecommunications (Low-impact Facilities) Determination 2018. Current local planning framework generally consistent with SPP, with additional work required. Response: Review planning scheme to ensure Telecommunications infrastructure is not designated as a 'use not permitted' (X) by the scheme in any zone in the zoning table. (T2: 5ix.bb)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) 2019	Provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. 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. Sets out specific exemptions for where the policy requirements do not apply. Supports noise impacts being addressed early to avoid land use conflict and achieve better land use planning outcomes. Supplemented by the Road and Rail Noise Guidelines	SPP5.4 to be included as a consideration of any structure planning. Application of this SPP mostly occurs at the development approval / subdivision stage. Current local planning framework generally consistent with SPP though requires some further work to ensure full alignment. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Continue to apply SPP5.4 in considering strategic and statutory planning proposals within or adjoining strategic transport routes. Undertake a study of noise impacts from strategic transport routes and consider zoning, development standards and/or the need for special control areas. Consider other strategic objectives including Transport Oriented Development. (T5: 1ii.c&d)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) 2019	Sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. Intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works. Contains 10 design principles which set out specific considerations including context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. Encourages early and on-going discussion of design quality matters and the use of design review. Range of supporting SPPs that provide design quality guidance for specific types of planning and development proposals	The City's Scheme includes provisions for a Design Advisory Committee. There is also a corresponding Local Planning Policy. Current local planning framework generally consistent with SPP though requires minor wording change to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Maintain, support and continually review the performance of the City's Design Advisory Committee (Design Review Panel). (T2: 3vi.r) Update design principles in scheme to fully align with SPP 7.0. (T2: 3vi.r) Continue to integrate design principle into the City's strategic planning and urban design proposals. (T2: 3vi.r, T3:1i.c)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 7.2 – Precinct Design (SPP 7.2) 2021	Provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. 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. Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. The policy also encourages the use of design review.	Under SPP7.2 several areas, including the Activity and District Centre and redevelopment sites, could require further detailed planning through a precinct structure plan. Current local planning framework generally consistent with SPP though further opportunities may be identified for additional precinct planning. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Identify areas that may benefit from a Precinct Plan, including: Fremantle City Centre (T3: 1i.a,e, 2.iv.m, Planning Area A) North Fremantle Town Centre (T3: 1ii.h, Planning Area 8) South Fremantle Centre (cnr Douro Road) (T3: 1ii.i) Development Areas.

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
Residential Design Codes Volumes 1 and 2 (2024)	Provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. 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. 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.	The residential densities are shown on the City's Scheme map. The text allows for some variations to the density e.g. up to R60 development in the Local Centre, Neighbourhood Centre and Mixed Use zones where the development is of several uses and split density zones. There are also density bonus / incentives in some specific Local Planning sub areas. Current local planning framework generally consistent with SPP though further actions required to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Progressively review all local planning policies are updated to integrate with the R-Codes where appropriate. (T2: 5ix.v) Advocate for inclusion of tree planting requirements. (T4: 2ii.g&h)

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
- Regional Planning Schemes

Regional planning instruments considered to be specifically relevant to the City are outlined and described below.

Table 2: Regional planning instrument overview and local planning strategy implications and responses

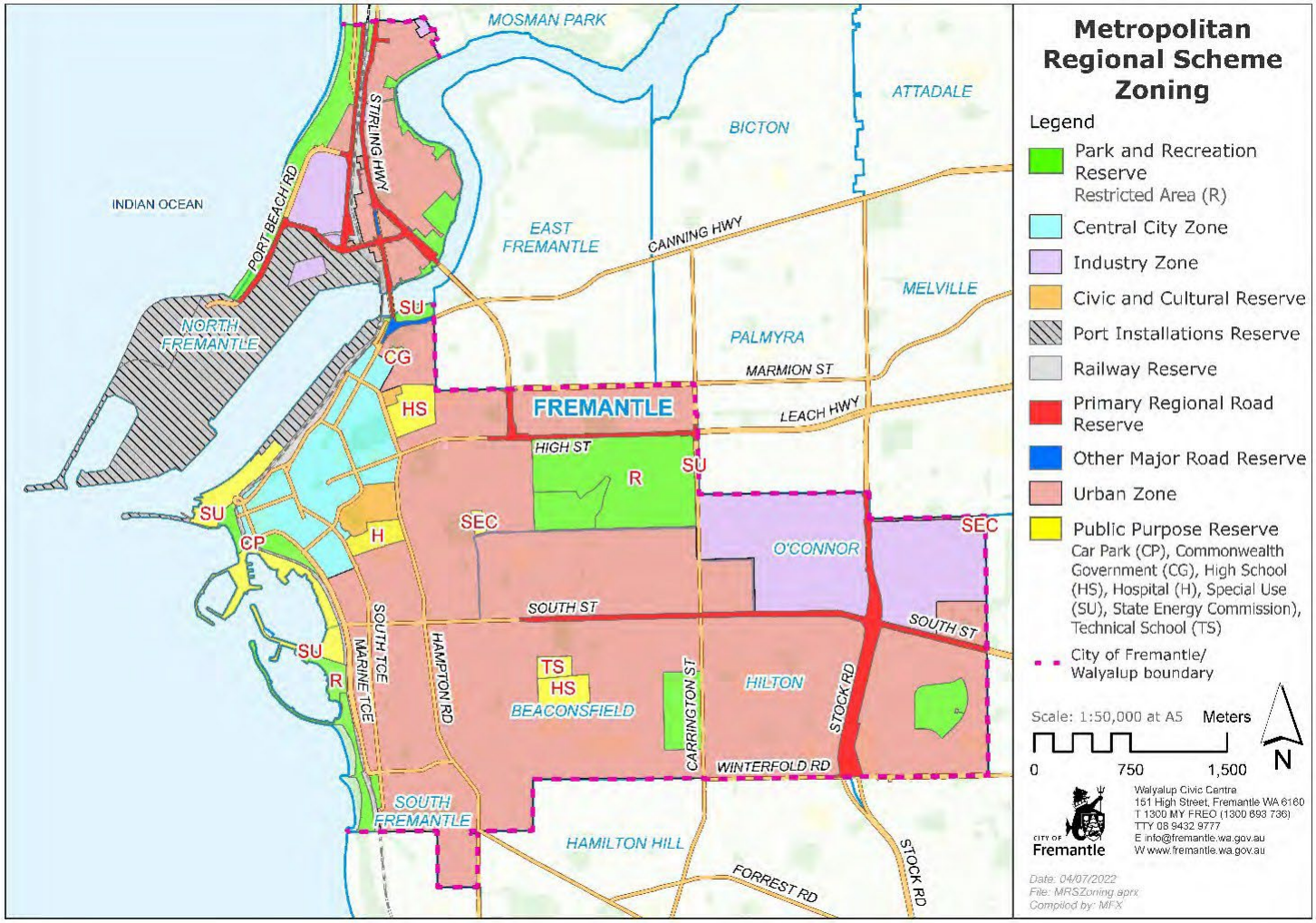
Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
Metropolitan Region Scheme (MRS)	Outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting 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. Refer to Figure 3 below for MRS zoning.	Current local planning framework generally consistent with MRS. Further actions required to align the local planning framework with the MRS and to maintain currency of MRS. Responses (Part 1 action cross-reference): Zone unzoned sites (T2: 5ix.w) Note Region Scheme amendments currently in train for the Beaconsfield TAFE site and North Fremantle Industrial area. Request the WAPC to (T2: 5ix.x): • Review suitability of regional reserves over Victoria Quay and Fremantle Fishing Boat Harbour in the context of redevelopment plans. • Review disconnected parts of the regional road network, potentially in conjunction with the establishment of a 'green road' category focused on public transit. • Resolve the preferred Curtin Avenue alignment and its reservation. • Consider the adequacy of the Leighton-Port Beach foreshore reserve and possible expansion to accommodate modelled coastal processes and future recreational need.

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
		• Re-zone Residential properties in O'Connor to Urban to reflect current and future desired land uses in these locations. Acknowledge that further responses may be required as planning for strategic sites progresses including (T2: 5ix.y): Fremantle Port and environs (Future of Fremantle project area), including privately held industrial land north of port. Fremantle Oval (Masterplan project) Planning for extension of Norfolk Street and the potential redevelopment of the Italian Club site.
Perth and Peel @ 3.5 Million (2018)	Suite of strategic land use and infrastructure plans, including four Sub-regional Planning Frameworks (north-west, north-east, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million (800,000 new homes) by 2050. The four Perth and Peel@3.5million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance The documents maintain the 47% infill target, which equates to. 380,000 dwellings. Approximately 213,130 of these new infill dwellings are expected to be delivered in Perth's Central Sub-Region, which includes Fremantle.	The Framework establishes the City's dwelling yield target, that is an additional 7,030 dwellings by 2050. This equates to 180 dwellings per year on 2011 dwelling numbers and provides a dwelling target of 2,700 dwellings from 2021 to 2036 for this strategy. It is proposed to achieve this required growth within the City by concentrating development on large key development / infill sites, the city centre and surrounds and the South Street transit corridor nodes. Any increases in density will be consistent with the 10 urban consolidation principles of Perth and Peel at 3.5 million. Accordingly, the City's current local planning framework is generally consistent with Perth and Peel @ 3.5 million. Further actions required to align the local planning framework with the state/regional strategic document include: Responses (Part 1 action cross-reference): Continue to promote and support development of the City Centre as a Strategic Metropolitan Centre supporting a wide diversity of land use, employment and services. (T3: 1i.a&)
Central Sub-regional	Provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part	

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
planning framework (2018)	of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans. The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region. Specifically, the document identifies: An increase in the City's population of 15,470 by 2050. A target of 4,120 additional dwellings to be provided within the City between 2015- 2031 with an additional 2,910 (total 7,030) by 2050/Perth @ 3.5M. A further 5,760 anticipated jobs within the Fremantle strategic centre by 2050. South Street is identified as a strategic transport corridor. Reiterates Fremantle and North Fremantle as strategic activity centres, as per SPP 4.2.	Continue to accommodate appropriately designed infill development (including affordable and accessible housing) in well-serviced unconstrained locations. (T2: 2iii.g-i) Continue to support intensified development and land use diversity within activity centres to support economic development, housing diversity and access to services. (T2: 1ii.d) Continue to accommodate transport-oriented development around railway stations and established nodes on high frequency bus routes (where consistent with heritage values and infrastructure capacity). (T2: 1i.) Promote further definition and implementation of planned transit upgrades on identified high frequency transit corridors (South Street, and along southern route to Cockburn and Rockingham). (T2: 1i.a&f) Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3v.o) Continue to provide for housing diversity across the City, including affordable and accessible housing. (T2: 2.iv.m) Continue to accommodate the balance of Fremantle's 7,030 dwelling target in well-serviced unconstrained locations (particularly focussing on the City Centre and Development Areas, with some opportunities for suitably designed and contextually appropriate smaller scale suburban infill). (T2: 2iii.g) As the Fremantle Port continues to function, continue to support the key port functions and recognition of the economic significance of the port of Fremantle. (T3: 1i.b)

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
		Maintain zoning to support investment in and expansion of priority economic growth areas including (T3: 1i.f, 3v.p, 5viiq, 5viii.r-s, Plan Ref A,B,C,D): knowledge-based and creative industries tourism & Blue Economy
Cockburn Coast District Structure Plan (2009)	Provides guidance for future development of the Cockburn coast. The structure plan delivers strategic direction for the redevelopment of the coast to provide a vibrant and connected coastal node. The plan provides a framework for future land use, infrastructure and transport. This includes a range of development such as residential, business, tourism and education. The structure plans aim to respond to urban redevelopment with a focus on social, economic and environmental considerations.	Current local planning framework consistent with Cockburn Coast District Structure Plan. Structure plan includes the South Fremantle landfill site. The site is registered under the Contaminated Sites Act 2003 with a current classification of "contaminated – remediation required": requirements for site monitoring and remediation preclude development in the short to medium term future.

Figure 3: Metropolitan Region Scheme zoning over the City of Fremantle



2.4 Development control and Operational Policies

Operational policies guide decision making in relation to subdivision and development applications. Those operational policies considered relevant to the local planning strategy are listed and described below.

Table 3: Operational policies

Policy	Policy Overview	Local Planning Strategy Implications and Responses
1.1 Subdivision of land – General Principles	This policy sets out the general principles that will be used by the Western Australian Planning Commission (WAPC) in determining applications for the subdivision of land. It also indicates the basic requirements for the creation of new lots and the procedures the WAPC will follow to process subdivision applications.	Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.
1.3 Strata Titles	This policy deals with those classes of strata title proposals which require the approval of the WAPC and sets out the criteria to be used in the determination of applications for that approval.	Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.
1.5 Bicycle Planning	The policy seeks to make cycling more prevalent, safer and convenient through provision of better cycle route networks and easy to access end of trip facilities.	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Continue to maintain requirements for end of trip facilities for significant new development. (T2: 1i.f) Continue to promote an interconnected and legible movement network, including bicycle considerations, in Development Areas. (T2: 1i.f)
1.6 Planning to Support	This policy seeks to promote and facilitate the use of public transport as a more	Current local planning framework generally consistent with operational policy.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Transit Use and Development	sustainable alternative to the private car for personal travel and to encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services.	Responses (Part 1 action cross-reference: (T2: 2iii.g-i T3: 3v.p): Continue to accommodate infill development in well-serviced locations throughout the City (where consistent with heritage and community values and service capacity). Continue to advocate for State investment in rapid transit options along strategic transport routes and accommodate for this through appropriate zoning and density. Maintain opportunities for consolidation on unconstrained sites within walkable catchments around railway stations and established nodes on high frequency bus routes.
1.11 Community Schemes	This policy sets out the general principles and basic requirements that will be used by the Western Australian Planning Commission (WAPC) to: • clarify the procedure for assessing and determining a statement of grounds and community development statement; and • establish criteria for the consideration of a community development statement and the subsequent subdivision and development proposals. as provided for by the *Community Titles Act 2018* (CT Act) and the *Community Titles Regulations 2021 (the Regulations)*	Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.
2.2 Residential Subdivision	This policy sets out the Western Australian Planning Commission's requirements for the subdivision of land into residential lots. It is Closely aligned with the site area provisions in the R-Codes.	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Continue to support effective mechanisms to retain mature tree retention in subdivision. (T4: 2ii.g&h)

Policy	Policy Overview	Local Planning Strategy Implications and Responses
2.3 DRAFT Public open space in residential areas	This policy sets out the general principles and requirements that will be used by the Western Australian Planning Commission (WAPC) to ensure public open space (POS) is an essential consideration across the planning framework, establish a minimum standard for the contribution towards POS from the creation of new lots and provide guidance on the collection, expenditure and management of cash in lieu contributions towards POS to benefit the community. The draft policy indicates retention of the typical minimum 10% land contribution (or monetary equivalent) for new residential subdivisions on greenfield or brownfield development sites. However, it also includes new provisions that would allow contributions to be sought at a lower rate in particular circumstances, including infill developments creating more than two lots, strata subdivisions, mixed-use developments, and apartment or grouped housing developments where publicly accessible but privately owned open space is provided. The draft policy also indicates a need for local governments to determine contribution percentages in local planning strategies or other approved planning instruments.	In accordance with the existing policy, the City supports a minimum 10% POS contribution as a baseline metric for greenfield or brownfield development sites and infill areas where an undersupply of, or access to, POS has been identified as an issue in the City's strategic documents. The City of Fremantle Council notes broad support for the draft Operational Policy 2.3 – Planning for Public Open Space, noting that: • additional guidance is required for the determination of suitable contribution percentages when utilising any of the approved planning instruments that have been identified in the draft policy • additional clarity is needed regarding contributions for built strata subdivisions, including type, percentage contribution, and timing • allowing publicly accessible but privately owned open space that is accessible to the public to offset a POS contribution is not considered to be a suitable substitute for publicly owned POS, as it would create a burden on the landowner, in terms of maintenance, liability, and potential use conflict, and is not considered to be a sustainable or secure way to provide POS for surrounding residents. Responses (Part 1 action cross-reference): T2: 4viii.t

Policy	Policy Overview	Local Planning Strategy Implications and Responses
2.4 Planning for school sites	This policy contains the Western Australian Planning Commission's (WAPC) general requirements for school sites to meet the existing and future community needs, acknowledging that the School Education Act 1999 provides an entitlement for a child to be enrolled at a government school for each year of the child's compulsory education period. The State provides sufficient and appropriate access to a government school for the purpose of meeting a child's entitlement. This policy identifies when to consider the provision of sites for new schools, sets criteria for the selection of sites, includes requirements for the design and location of school sites and outlines the development contribution methodology for government primary schools.	This policy would be used during the preparation of structure plans (district, local and precinct) and subdivisions where residential development is proposed, and development applications in close proximity to school sites. Current local planning framework generally consistent with operational policy.
5.1 Regional roads (vehicular access)	This policy addresses matters relating to the control of development adjacent to regional roads.	Current local planning framework generally consistent with operational policy.
5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space.	This policy establishes the Western Australian Planning Commission's (WAPC) position regarding the use and development of land reserved for Parks and Recreation in the Metropolitan Region Scheme (MRS).	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Continue to manage parks and recreation reserves to respond to open space and recreational needs of the community and environmental values. (T4: 2ii.d) Review reservation of Italian Club site in conjunction with WAPC, Department of Transport and Italian Club to facilitate extension of Norfolk Street extension and associated Freo 2029 outcomes. (T2: 5ix.y)

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 should be included below.

Table 4: Position statement and guidelines

Position statement guidelines	Overview	Local Planning Strategy Implications and Responses
Residential Accommodation for Ageing Persons	Outlines the WAPC's requirements to support the provision of residential aged care within the local government planning framework in Western Australia. The position statement seeks to achieve consistent strategic planning consideration of residential accommodation needs for ageing persons in local planning strategies and consistent statutory planning guidance to standardise land-use definitions and zoning permissibility for residential accommodation for ageing persons in local planning schemes.	The City of Fremantle is a registered Age Friendly City through the World Health Organisation. Through the City's Age Friendly City Plan the City continues to advocate for and investigate all initiatives that support the City's aging population. A number of recent approvals have seen an increase in aged-friendly housing alternatives in the pipeline. Responses (Part 1 action cross-reference): Continue to promote consideration and inclusion of age-friendly housing on development sites and in new structure plans and subdivisions, including through partnership with local community housing providers. [from age friendly plan]. Continue to support and incentivise housing diversity, particularly for adaptable, accessible and affordable housing. (T2: 2iii.g&h) Continue to support diverse housing typologies including small, low maintenance, accessible typologies to enable aging in place e.g. initiatives like the Freo Alternative. (T2: 2iii.i&j)

Position statement guidelines	Overview	Local Planning Strategy Implications and Responses
Renewable energy facilities	Outlines the Western Australian Planning Commission (WAPC) requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia.	Development of renewable energy sources is consistent with the City's One Planet Action Plan and Corporate Energy Plan. Development approval has been issued for a Solar Farm on the Hollis Park Development Area. Development, however, is subject to a commercial decision to proceed. Responses (Part 1 action cross-reference): Continue to acknowledge potential for suitable interim uses for Hollis Park Development Area consistent with contamination restrictions, pending resolution of historic contamination which currently precludes redevelopment. (T4: 5v.n)
Special entertainment precincts (draft)	Provides guidance on the designation of special entertainment precincts. Applies to the establishment of special entertainment precincts in local planning schemes, improvement schemes or redevelopment schemes.	Fremantle accommodates a vibrant live music scene and entertainment precincts. Noise conflicts represent a growing challenge in the face of increasing residential development and changing community attitudes. Responses (Part 1 action cross-reference): Identify Fremantle City Centre as a potential special control area for the purposes of a special entertainment noise precinct, subject to further detailed investigations and noise modelling. (T3: 1i.d, 3v.o) Undertake noise modelling and potential attenuation responses and community engagement to inform the establishment of Entertainment Noise Precinct/s or similar development control and management mechanisms. (T3: 1i.d, 3v.o)
Western Australian Climate Policy	Sets out the State Government's plan for a climate-resilient community and a prosperous low-carbon future. Commitment to adapting to climate change and working with all sectors of the	In May 2019 Fremantle Council declared that the world is in a state of climate emergency that requires urgent action by all levels of government. Acknowledgement of the climate emergency underpins the Local Planning Strategy and ongoing work within the local planning framework including its continued promotion of more energy efficient urban structures and buildings. Responses (Part 1 action cross-reference):

Position statement guidelines	Overview	Local Planning Strategy Implications and Responses
	economy to achieve net zero greenhouse gas emissions by 2050. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. Outlines actions to guide the response by business, the community, local governments and State Government agencies to develop well-informed, timely and practical adaptation responses.	Acknowledge the climate emergency and the need for sustainable development in local planning documents. (T4: 1i.a-c) Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T4: 1i. T2: 1i.a, 2ii.d-f, T3: 3v.p) Continue to advocate for increased energy and water efficiency in new development. (T4: i.a-c 3iii.i) Maintain and periodically review incentives for energy and water efficiency in local planning framework. (T2: 5ix.z, T4: 3iii.i)
Draft Position Statement and Guidelines: Planning for Tourism	Together, they outline the policy position of the WAPC and guide the appropriate management of tourism land use and development in our State. They also provide clear and consistent direction to local governments on the definition and treatment of short-term rental accommodation in Western Australia.	Fremantle already has a well-established framework to accommodate tourism development. Responses (Part 1 action cross-reference): Upon finalisation of the Position Statement: Review and align land use definitions, registration requirements and any exemptions with current framework (including Local Law). (T2: 5ix.aa)

Position statement guidelines	Overview	Local Planning Strategy Implications and Responses
Container Deposit Scheme Infrastructure	This position statement outlines how container deposit scheme infrastructure should be considered and assessed in the Western Australian planning system.	Much of the Container Deposit Scheme infrastructure has been rolled out around the state. In instances where the City receives an application for additional locations the position statement will be consulted.
Expenditure of Cash-in-Lieu of Public Open Space	The intent of this position statement is to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the Planning and Development Act 2005.	Position statement to be followed if funds are received for cash in lieu of open space.
Housing on Lots Less than 100m2	This document provides interim guidance for subdivision and house design on lots less than 100m2 , proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. Planning Reform, Design WA, Liveable Neighbourhoods, METRONET and other policy reviews will consider broader application of this development type, particularly within existing residential areas and transit precincts.	Position statement would be consulted in instances where the City considers housing on lots less than 100 sqm.

Table 5: Other relevant state or regional strategies, plans and policies

Other state masterplans	Overview	Local Planning Strategy Implications and Responses
Our Coastal Future: Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan (2017)	A plan prepared in conjunction with the Town of Mosman Park to coordinate decision-making and facilitate long-term adaptation methods to the risks of coastal erosion and inundation at Port, Leighton and Mosman beaches.	Sets out potential near-term, medium-term, and long-term adaptation methods for coastal erosion. The City will continue to promote, update, and implement the Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan. (T4: 4iv.k&l, Plan ref 1,2)

Fremantle Boat Harbours Masterplan 2023 - Department of Transport	The intent of the document is to guide the future development of the Fremantle Fishing Boat Harbour and adjoining Challenger and Success harbours for the next 40-50 years. Central to the plan is the retention of the working harbour with opportunities for long-term urban renewal, enhanced public spaces and improved connections to the city centre and Victoria Quay. Other keys aspects of the plan include: • Integrating the City's concept for Norfolk Street extension, • new superyacht berths and support facilities, and • opportunities for redevelopment sites, including a proposed mixed-	Generally, the master plan is in alignment with the City of Fremantle's long-term vision for improved connectivity between the city and its waterfront. Specifically, the City of Fremantle Council would like to see: • Acknowledgment and consideration of the rich cultural and historical value of the harbour through all phases from planning to implementation • A harbour area that celebrate all aspects of the 'Blue Economy' and that complements but do not detract from commercial activities in the city centre, including improving the public interface with fishing industries, and water-based tourism and events; • Maintenance of the authenticity of a working harbour, in particular the retention of the boat lifters facilities within the precinct. • Careful consideration of residential land uses (if introduced). • Guidance on appropriate built form and height of new developments. • Consideration of how public parking will be managed as the precinct grows as a key city destination. • Funding and delivery strategy by the State Government.

Other state masterplans	Overview	Local Planning Strategy Implications and Responses
	use site where the boat lifter currently operates.	
Victoria Quay Commercial Precinct Plan 2016 - Fremantle Ports Fremantle Station Precinct Plan 2016 -Public Transport Authority	The Victoria Quay Commercial Precinct Plan and Fremantle Park Precinct Plan provide a framework to assess specific development proposals and facilitate an integrated, coordinated approach to future development. The Vision is to open the way for revitalising the Victoria Quay Commercial Precinct, the Fremantle Railway Station area and Pioneer Park as a vibrant and inviting quarter of Fremantle by embracing its heritage, improving connections between the waterfront and the city centre and enabling sustainable economic, social and environmental outcomes.	The City is committed to working with the different agencies to achieve the intent and purpose of these precinct plans.

3. Local Planning Context

The section outlines other major strategies of the City of Fremantle that influence the local planning framework including the Strategic Community Plan, local planning strategy 2001, planning scheme, structure plans, local development plans and local planning policies.

3.1 *Strategic Community Plan 2024 - 2034*

The City's Strategic Community Plan 2024 – 2034 identifies five key focus areas and associated goals:

Table 6: Strategic Community Plan 2024-2026

Focus Area	Theme	Objectives
Liveable City	A liveable city that is vibrant, socially connected and desirable	Sustainable growth in city centre population Liveable and socially connected neighbourhoods Connected city Sustainably designed and optimised urban and natural environments Functional and inclusive recreational facilities A unique built heritage and history that is preserved, protected and shared
Thriving City	A thriving city with a prosperous and innovative economy	Attraction and retention of diversified investment and talent A resilient seven-day economy A thriving and supportive ecosystem for start-ups and small businesses Vibrant and active city centre Partnerships and pathways for learning and education
Creative City	A creative city that is inspiring, diverse and dares to be different	Optimised, accessible and affordable places and spaces for creatives 50,000 years of First Nations culture and heritage is recognised, celebrated and embraced Events and programming celebrate Fremantle's unique and diverse creative and cultural identity

Focus Area	Theme	Objectives
		A diverse and resilient arts and culture community Industry-leading community arts facilities and programming
Resilient City	A resilient city that plans for the future and is empowered to take action	An educated and empowered community that seeks to mitigate the causes and effects of climate change A focus on planning for a stronger and more resilient future A future-proofed asset base that remains functional and accessible to the community Availability of services and support for the most vulnerable members of the community
Inclusive City	An inclusive city that welcomes, celebrates and cares for all people, cultures and abilities	A clear and respectful path towards reconciliation and truth telling for First Nations people A safe and accessible community for all abilities A welcoming and inclusive City for all members of community A platform for engagement and participation for our youth and next generation of community leaders Genuine and productive partnerships with members of the community

3.2 *Previous local planning strategy*

Prior to the WAPC's endorsement of this document, the City had Local Planning Strategy 2001. This was adopted by Council on 9 July 2001 but does not appear to have been formally endorsed by the WAPC. It will be revoked on adoption of this strategy.

Key changes from Local Planning Strategy 2001 include updated references and land use planning actions related to:

- Subsequently adopted local strategies and plans, including the Strategic Community Plan, Greening Fremantle Strategy, Urban Forest Plan.
- Subsequently adopted state planning strategies, policies and targets, including *Perth and Peel @ 3.5 Million*.
- Demographic, economic and development changes.
- Application of contemporary document template (as per state government guidelines).
- An increased focus on sustainability reflective of Strategic Community Plan.
- Identification of proposed Rapid Transit Corridors reflective of *Perth and Peel @ 3.5 Million*.
- Housing and population forecasts and targets (Perth and Peel @ 3.5 Million)

3.3 *Local Planning Scheme*

The local planning scheme is the primary instrument for delivery of the vision and planning directions of the local planning strategy, controlling land use and development within the City. Based on the direction established in the 2001 Local Planning Strategy the Local Planning Scheme No.4 (LPS4) was gazetted in March 2007. In the fifteen years since gazettal, LPS4 has been maintained through a series of over 85 strategic amendments.

3.3.1 Scheme Review

The City completed a review report on the functions of its Local Planning Scheme No 4 in February 2020 and submitted this to the Western Australian Planning Commission (WAPC). The report recommended that the Local Planning Strategy be updated, and that Local Planning Scheme No.4 was satisfactory in its existing form, but should be maintained based on an agreed program of projects / scheme amendments, many of which have since been carried out.

The WAPC considered the 2020 report of the review and agreed that the City's retention of LPS4 was acceptable in the short term. However, the Commission also required that a new Local Planning Strategy would need to be prepared and noted that this would likely result in the need for a new Scheme.

3.4 *Other planning schemes*

Nil

3.5 *Local Planning Policies*

Local planning policies can be prepared by the City in accordance with Division 2 of Schedule 2 of the Regulations in respect of a specific class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the City's local planning policies and implications for the local planning strategy are provided in Table 1 - Appendix 2. In summary:

- Council has 77 Local Planning Policies. These include:
  - Administrative / procedural policies
  - Issue-based policies

- Area-based policies.
- Whilst the strategic direction of most policies remains valid and generally consistent with the direction of this strategy, a number are out of date, some to the point of obsolescence.
- Through its scheme review report, Council has committed to a review of its policy manual for the purpose of rationalising the policy framework.

Key strategic directions obtained from (or reflected in) Council's local planning policies include:

- Council recognises the complex interplay of considerations in achieving its strategic objectives.
- Council recognises the importance and significance of its heritage fabric and assets, and the need to manage these appropriately.
- Council recognises the development opportunities presented in a number of strategic brownfields sites and precincts, and the capacity of these, if appropriately redeveloped, to support it achieving its strategic objectives.
- Council supports more sustainable built form
- Council supports provision of dwelling diversity, with different precincts and different sites providing differing opportunities to contribute to this overall objective.
- Council recognises the importance of design in achieving positive community and place outcomes.
- Council recognises the importance of fair, equitable, transparent, consistent and achievable processes in the determination and management of development proposals.

3.6 *Structure Plans*

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. Precinct structure plans can also be used to inform built form outcomes and the design of public open spaces. An overview of the structure plans within the City, and implications for the local planning strategy are provided below.

Table 7: Structure plans

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
DA1 – Knutsford	9 April 2018 ADOPTED Structure plan	Redevelopment for residential and mixed-use	- 32.054 S 115.764 E	Staged development in train at lower density than anticipated. Yield estimate: 300-500 dwellings.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
Street East, Fremantle		purposes from R60 to R100 densities.		Parts of the structure plan have been built out and should be normalised into the scheme. Remaining portions of structure plan still relevant and should be retained.
DA4 – Swanbourne Street, Fremantle	8 September 2015 ADOPTED Structure plan	Development for predominantly residential purposes, with some mixed-use, at a range of densities, including R40 to R80, R60 to R100 and R80 to R160.	- 32.054 S 115.760 E	Development as per the structure plan has not yet proceeded on site. Development pending identification of a joint venture partner. Yield estimate: 306-470 dwellings. As of date of this report, structure plan is being proposed to be extended for a further 10 years.
DA6 – Wool Testing and Sealanes, South Fremantle	24 February 2005 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R60 and R100 densities.	- 32.072 S 115.752 E	Development as per the structure plan has not yet proceeded on site. The structure plan has not aged well and would likely require amendments to realise the full development potential. The structure plan, however is adopted and therefore still relevant. Yield estimate: 150 dwellings. Structure plan is inadequate and new plan should be created to effectively actualise full development potential of the site.
DA7 – Mather Road, South Fremantle	21 July 2008 DELETED 12 November 2021	Development for residential purposes at R20, R40 and R50 densities.	- 32.074 S 115.765 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA7 – Lefroy Road Quarry, Beaconsfield	14 February 2019 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R30 to R60 densities.	- 32.070 S 115.765 E	Development as per the structure plan has not yet proceeded on site. Development delayed due to the cost of site remediation. The recreation planning in 2020 identified the site as an opportunity to provide a new senior sized oval to accommodate population growth beyond 2031. Yield estimate: 334+ dwellings. Structure plan requires review to reflect Heart of Beaconsfield Masterplan 2021.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
DA8 – Taylors College, O'Connor	26 March 2008 DELETED 12 November 2021	Redevelopment for residential purposes, with a mix of housing typologies, at R30 to R60 densities.	- 32.064 S 115.801 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA12 – Kim Beazley School, White Gum Valley (WGV)	24 September 2014 DELETED 12 November 2021	Redevelopment for residential purposes, with a mix of housing typologies, at R35 to R80 densities.	- 32.058 S 115.772 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA18 – 9-15 McCabe Street, North Fremantle	SAT issued Orders 3 March 2009 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R80 density.	- 32.022 S 115.757 E	Development is largely complete. The structure plan could be normalised into Local Planning Scheme No. 4 and subsequently revoked.
DA18 – 140 Stirling Highway, North Fremantle	6 December 2024 ADOPTED Structure plan	Redevelopment for multiple dwellings at R80 density.	- 32.022 S 115.755 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 250 dwellings. Precinct Structure Plan is still relevant. Yield Estimate: 350
DA18 – Matilda Bay Brewery site, North Fremantle	6 October 2020 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along with communal facilities and public open space.	- 32.024 S 115.755 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 500 dwellings*. Structure plan still relevant and should be retained.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
Davis Park, Beaconsfield	14 May 2021 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along with community facilities and public open space.	- 32.065 S 115.771 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 550 dwellings. Structure plan still relevant and should be retained.

**Note: Yield estimates are approximate only. In the case of approved Local Structure Plans, they reflect the yield estimate in these (where stated). Achievement may be restricted by site, feasibility and development restrictions including but not limited to building height restrictions.*

Structure Plans have not yet been formulated for the following Development Areas below. Reasons why these areas have no structure plan progressed are additionally provided in the table.

Table 8: Development areas not yet subject to structure plans

Name of Structure Plan Area	Mapping Reference	Local Planning Strategy Implications and Responses
DA2 - Daly and Hollis Street tip site South Fremantle landfill sites	- 32.077 S 115.758 E	Site highly constrained due to ground contamination from being a former landfill site. Substantial redevelopment not anticipated within 15 years.
DA3 – Fremantle Chalet Village, South Fremantle	- 32.081 S 115.759 E	Continues to operate as tourist accommodation. No redevelopment proposed. Historic ground contamination restricts use.
DA5 – Leighton Marshalling Yards	- 32.029 S 115.751 E	A non-structure plan development framework for the area was established by Development Plan 17 in the scheme and associated policies. Staged development is in train. Remaining yield estimate: 200. The development area could be normalised into Local Planning Scheme No. 4.
DA13 - 100 Hampton Road, Fremantle	- 32.060 S 115.757 E	Single site containing residential building which continues to be operated by Housing Authority / Foundation Housing. The development area could be normalised into Local Planning Scheme No. 4.
DA19 – Clontarf Hill, South Fremantle	- 32.077 S 115.763 E	No development on site. Majority of the land is held by Main Roads WA. Site contiguous with Clontarf Hill reserve, and an aboriginal heritage site. Rationalisation of boundaries taking into account these values recommended. Support a collaborative and inclusive approach between landowners and the surrounding community in discussions of development on the site, with a focus on ensuring that future developments are culturally and ecologically sensitive to the context of its surroundings.

3.7 *Local Development Plans*

Local development plans can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the local development plans within the City, and implications for the local planning strategy are provided below.

Table 9: Local development plans

Name of Local Development Plan	Date of Approval/ Last Amendment	Purpose of Local Development Plan	Mapping Reference	Local Planning Strategy Implications and Responses
Lot 11 Mouquet Vista, White Gum Valley	4 June 2019	Coordination of residential subdivision and development and supplementing the provisions of LPP 3.15.	-32.058 S 115.770 E	Facilitates delivery of a structure plan development area, providing infill housing within an established suburban setting.
Lot 200 Hope Street White Gum Valley	1 November 2019	Providing for a mixture of housing typologies and supplementing the sub-area provisions of Schedule 7 of LPS4.	-32.059 S 115.774 E	Providing an infill housing solution within an established suburban setting.

3.8 *Other Relevant Strategies, Plans and Policies*

Other City of Fremantle strategies plans and policies that are not necessarily part of the planning framework, do influence it in some way are mentioned here.

Table 10: Other relevant strategies, plans and policies

strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Age Friendly City Plan	April 2019	To prioritise positive aging opportunities for the Fremantle community and a great place for people who visit	Support opportunities for aging in place through housing diversity including potential incentives for adaptable housing. Maintain opportunities for access to local services in each neighbourhood.

strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Economic Development Strategy	2015	"to build up the economic capacity of (the) local area to improve its economic future and quality of life for all"	Maintain zoning to support office, industrial and retail development. Maintain buffers to Port and industrial areas. Protect opportunities for water-based industries and technologies Consider incentives for priority industries including creative, sustainability and blue economy. Continue to protect and enhance heritage buildings and streetscapes Maintain opportunities for adaptive reuse Review role, function and requirement for Mixed Use areas
Access and Inclusion Plan	November 2021	provide an effective framework for meeting the needs of many people in the community…. (including)… people with disabilities…. Parents with young children and prams, the elderly and people from culturally and linguistically diverse backgrounds	Continue to accommodate diverse housing including potential incentives for adaptable housing.
Climate Change Adaption Plan	2013 (reviewed 2020)	Set out actions to adapt to impacts of climate change.	Implement CHRMAPs Implement Urban Forest Plan Promote tree retention and planting Promote water efficient and sensitive design. Promote energy efficient urban form, buildings and living
Community Safety and Crime Prevention Plan	September 2019	To set priorities for community safety and crime prevention for the next 5 years	Promote passive surveillance of public spaces. Support residential presence in commercial areas
Esplanade Masterplan	December 2015	To outline long term layout and improvements to The Esplanade as the City Centre's primary greenspace	Maintain reservation of The Esplanade as a significant community recreation and green space Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade

strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Freo 2029 Transformational Moves	February 2015	To supplement a Fremantle City centre structure plan and illustrate how it could be implemented via a number of key actions or 'transformational moves'	Recognise priority transit routes and advocate for their delivery. Advocate for extension of Norfolk Street, improved waterfront connection, redevelopment of Fremantle Station forecourt Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade
Greening Fremantle Strategy 2020	July 2017	To inform, guide and implement a greener city. Includes assessment of POS provision, green linkages and tree planting.	Maintain public open space reservations. Support full POS contribution in redevelopment areas and areas identified as having an undersupply of POS. Support tree and native vegetation retention and additional planting in new development. Promote inclusion of green linkages in new development as per strategy plan.
Integrated Transport Strategy (ITS)	February 2015	To provide a broad strategic position on a variety of transport and land use issues as a basis for more detailed plans and projects.	Maintain higher density opportunities in established nodes along rapid transit corridors. Advocate for further definition and advancement of rapid transit. Develop Parking Plan and review parking requirements.
Kings Square Business Plan and Urban Design Plan	2012	To outline the business plan and spatial concept for revitalisation of Kings Square	Recognise Kings Square (now Walyalup Koort) as the civic and commercial heart to the City Centre. Continue to accommodate activation and incentivise redevelopment around the square
Local Bike Plan	August 2019	To harness the potential of Fremantle as a bike friendly city by providing a comprehensive guide to the policies, programs and infrastructure investment required to realise this vision.	Recognise planned bike route network. Maintain provision for end of trip facilities for significant new development
One Planet Framework and Action Plan	October 2021	To provide a framework through which to understand and monitor the City's more progress towards sustainable living	Promote protection of natural areas, water and energy efficient urban and built form, housing diversity, transit-oriented development, inclusive design, heritage protection.

strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Port and Leighton Beach CHRMAP	2017	To assist with coastal management decision-making	Monitor coastal processes and shoreline movement. Establish Special Control Area and development responses for sites at risk of long term coastal impacts. Advocate for holistic planning for appropriate options in North Fremantle, including continued accommodation of district beach node facilities.
Southern Beaches CHRMAP	-	To adapt to the changing coast south of the Swan River, and provides timeframes and trigger points for decision-making and planning for the Fremantle coast from South Mole to South Beach.	Monitor coastal processes and shoreline movement. Advocate for long term protection works along rail corridor and around harbours. Establish Special Control Area and development responses for sites at risk of long term coastal impacts.
Urban Forest Plan	2017	To manage and guide tree and vegetation population across the public and private realm, to increase canopy and biodiversity and to mitigate the Urban Heat Island Effect	Support retention of trees and native vegetation Promote additional planting in new development Maintain verges capable of accommodating street trees
Water Conservation and Efficiency Plan	2021	To set out the approach and actions the City wishes to take over the next five years to conserve scheme and ground water and use water sources in the most efficient way possible	Continue to apply Water Sensitive Urban Design principles to new structure plans and major developments Review Local Planning Policy LPP1.10 Construction Sites and SG40 Greywater Re-use Systems
Fremantle Oval Masterplan	2020	To guide the long term redevelopment of Fremantle Oval as the Home of Football and a destination that integrates and connects to the historic city around it, and delivers a great 'gameday experience'	Review zoning of oval to ensure this accommodates range of anticipated uses

3.9 *City Plan – City Centre*

Despite its regional significance, Fremantle faces challenges in maintaining its status as a premier commercial, tourist, and service destination. The emergence of alternative centres, characterised by purpose-built shopping complexes, alongside a sluggish regional office market and the global decline in traditional high street retail, poses significant obstacles to its prominence. Forecasts predict a substantial population surge in the City Centre and Queen Victoria gateway, projecting an increase from 2,784 (2021) to 4,896 individuals in the Strategic Centre by 2036, a 76% increase requiring an additional 1200 dwellings. This projected growth, both within the Centre and its immediate surroundings, will inevitably intensify the demand for services in Fremantle City Centre over the next 15 years and beyond.

In response to these challenges, the City of Fremantle is actively developing a series of comprehensive City Plans focusing on different strategic areas within the scheme area. The City Plan: City Centre is the first such document and focuses on the central City Centre area and environs. This initiative aims to strategically and spatially plan for Fremantle City Centre's growth and evolution in the forthcoming decades taking into account population increases, infrastructure servicing, transport networks, sustainability, climate risks, heritage, vegetation and port relocation. Successfully navigating the conflicting values and objectives necessitates a thoughtful, nuanced, place-based approach to achieve optimal outcomes. The City Plan process involves group discussions with a number of private and government agency stakeholders to come up with creative solutions that will require a coordinated approach across multiple City departments.

Planning outcomes of the City Centre City Plan, and subsequent City Plans, will be incorporated into amendments to this Local Planning Strategy and the Scheme and will shape future projects, precinct planning, and policies related to housing, sustainability, transport, parking, design guidelines, and other planning controls crucial for supporting the centre’s sustainable development.

A significant emphasis of this plan is to explore opportunities for increasing the residential population in the City Centre. To realise this objective, the plan considers growth scenarios that surpass state planning targets, aspiring to accommodate an additional 10,000 city dwellers by the year 2050. This ambitious vision aligns with the broader goal of ensuring Fremantle's sustainable growth and prosperity.

Key considerations for the City centre include accommodating and balancing the following:

- Increasing the resident population to support the day and night economies.
- Prioritising sustainable and efficient use of public infrastructure, including public transport and open spaces, and addressing existing or future gaps.
- Enhancing Fremantle's attractiveness as a destination and economic hub (commerce and employment).
- Advocating for design interventions to enhance unique attractions and connect the City Centre with its waterfront.
- Cultivating economic diversity, encompassing traditional functions, maritime uses, tourism, food and beverage, as well as knowledge-based and creative industries, while concurrently maintaining land use flexibility.
- Retaining or enhancing the urban canopy.
- Conserving built and Aboriginal heritage.
- Promoting walkability within the urban landscape.

- Proactively identifying and addressing land use conflicts.
- Supporting sustainable practices including measures for climate resilience and environmental conservation.
- Ensuring accessibility and inclusivity in urban planning.
- Enhancing digital infrastructure to support technological advancements.

A draft of the City Centre City Plan is expected to be put out for public comment in mid-2025.

4. Local Government Profile

The City of Fremantle, comprising of 19 square kilometres, forms part of the central metropolitan Perth subregion within the Perth Metropolitan Area and includes the suburbs of Beaconsfield, Fremantle, Hilton, North Fremantle, O'Connor, Samson, South Fremantle and White Gum Valley, as well as, significant river foreshore and coastline.

4.1 *Demographics*

Across eight suburbs and 19.0 km^2 the City of Fremantle has a population of 31,930 people in 15,687 homes (2021 census ABS). A simplified snapshot is provided in Figure 4.

Figure 4: CoF demographic snapshot (Source Data: 2021 Census)

4.1.1 Demographic Profile

The City's 2021 census demographic profile (unless otherwise stated) show that:

POPULATION: The City of Fremantle's **population** grew 7,095 in 15 years between 2006 and 2021 from 24,835 to 31,930.

Table 11: Census population by surburb

Population Suburb	2021 census	2016 census	change
Samson	**1,881**	1,921	-40
Fremantle	**9,251**	8,211	+1,040
Beaconsfield	**5,315**	4,985	+330
Hilton & O'Connor	**4,783**	4,397	+386
South Fremantle	**3,398**	3,081	+317
North Fremantle	**3,947**	3,340	+607
White Gum Valley	**3,358**	2,960	+398

All suburbs increased in population from the 2016 census apart from Samson, which saw a slight decrease. Fremantle suburb has the largest population and largest population increase (Refer to Figure 5).

DWELLINGS: The City comprises of 15,687 **dwellings** which is an increase of 1,159 dwellings recorded in 2016.

AGE PROFILE: The **median age** in Fremantle (42) is higher than the state average and has increased since 2011 and stayed the same since 2016. Traditionally compared to the Greater Perth region and Western Australia, Fremantle has a higher proportion of older workers, retirees and seniors, and a smaller young person population but a comparable 'young workforce' and middle-aged cohort.

Some suburbs [Fremantle, North Fremantle and South Fremantle] have fewer young children and 'parent with young children' age cohorts are underrepresented. Other suburbs [Beaconsfield, Hilton, Samson, O'Connor and White Gum Valley] are well represented in the 'parent and children' adult and child age cohorts (reflecting the larger size housing stock in these areas).

HOUSEHOLD SIZE: The **average household size** 2.2 is below the metropolitan average of 2.6, influenced in part by the higher than average proportion of **lone person households** (33.3%). Comparative to the greater Perth area (24.9%), every suburb has a higher number of lone/single households. In 2021, the suburb of Fremantle had the greatest number of single/lone households (40.6%), followed by O'Connor (39.7%), North Fremantle (33.8%), South Fremantle (33%), Hilton (29.1%), White Gum Valley (29.1%), Beaconsfield (27.4%) and Samson (25%).

HOME OWNERSHIP: A higher proportion of dwellings are **rented** (31.7%) than the state average (27.3%), though this is reducing (33.5% in 2016) whilst **mortgaged households** are increasing (32.6% 2021; 31.5% 2016). The cost of rental accommodation in Fremantle included a higher proportion of both very low cost, and high-cost dwellings, compared with the metropolitan average. There has also been a slight increase on private dwellings owned outright (from 31.2% in 2016 to 32.8% in 2021). **Social housing** has reduced 9.5% since 2001 to less than 10% of all dwellings (whilst still significantly exceeding the metropolitan average of 3.1%).

INDUSTRY: The three largest industries in the City of Fremantle are: Health Care and Social Assistance (5,94 people or 18.4%), Transport, Postal and Warehousing (3,775 people or 11.7%) and Accommodation and Food Services (3,172 people or 9.8%)

COMPARRISON: When compared to the greater Perth Area Fremantle has a:

- Higher proportion of **renting households** and a much smaller proportion own with a mortgage.
- **Higher median weekly household rent** ($370). Only White Gum Valley, Hilton and O'Connor being lower, Beaconsfield being the same on $350 and North Fremantle being the highest on $480.
- Similar proportion of households in **rent stress** (rent payments are 30% or more of household income) Fremantle 29.6%, Greater Perth 29.9%.
- Five times higher **homelessness rate** per 10,000 persons.
- A much higher proportion of **attached and medium to high density** dwellings (39.9%) than the metropolitan average (22.1%), with a population density of 16.62 p/ha (more than double that of its region). Recent increases in dwelling numbers have largely been in medium to high density dwellings. Fremantle also has a higher percentage of 1 and 2 bedroom dwellings (36.4%) comparatively to greater Perth (16.2%) better catering to smaller household sizes.
- A higher-than-average proportion of persons holding a **tertiary degree** or similar (28.5%) than greater Perth (24%), and a varied **income profile**, illustrating the diversity of the population. Most Fremantle suburbs have a higher household income than Western Australia ($1,815) as a whole (apart from Hilton and O'Connor). When compared to the greater Perth

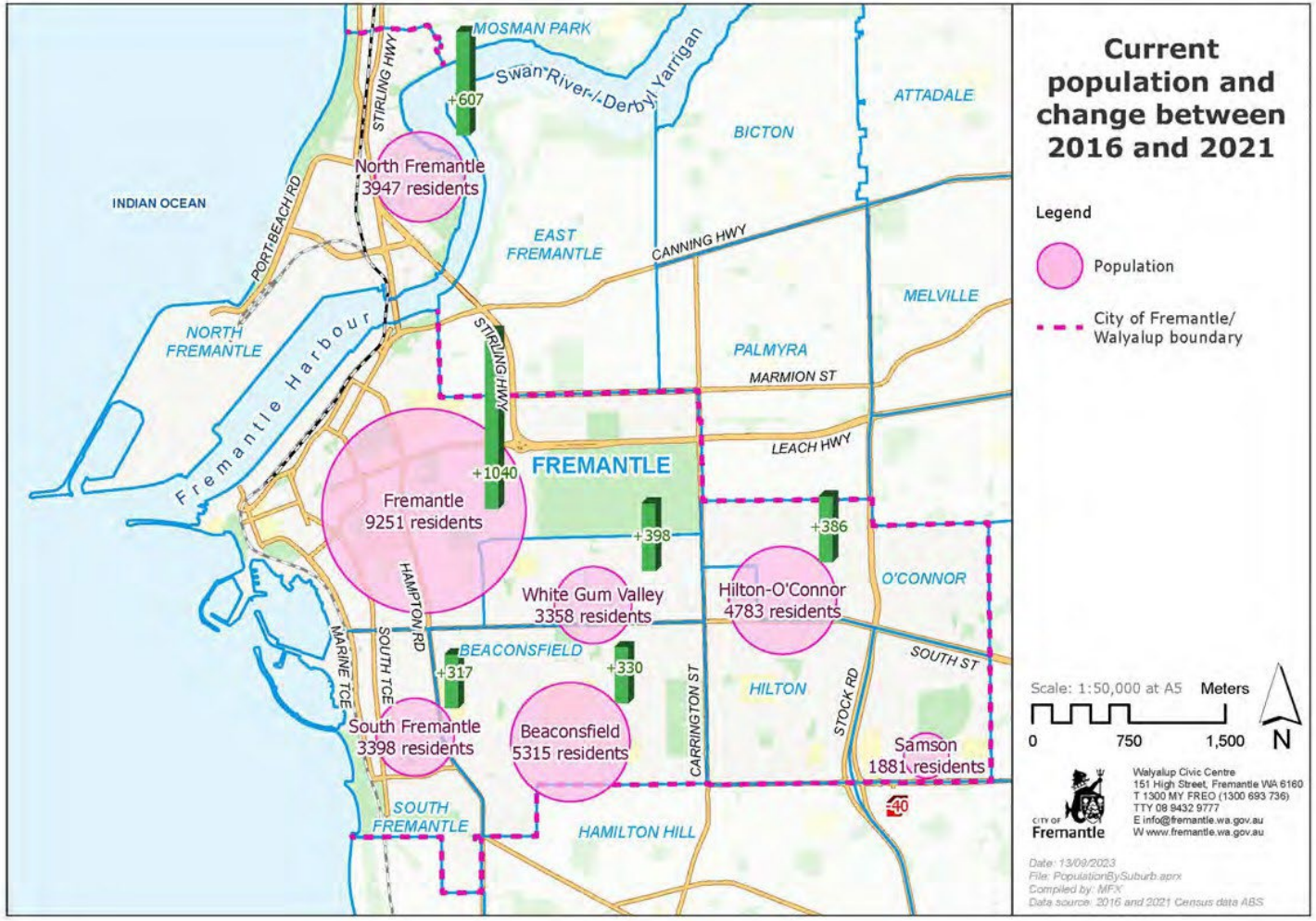
Metropolitan area ($1,865) Fremantle has a slightly higher household income ($1,887) with a lower median household income in Hilton, O'Connor and Beaconsfield. North Fremantle has a much higher household income ($2,387) followed by South Fremantle ($1,914). Overall, the trend appears to be towards gentrification.

- **Ancestry** in Fremantle was traditionally heavily influenced by the inter and post war migration which saw high proportions of Italians, Portuguese and Slavs settle in Fremantle. The majority of the current population however, identify as having British ancestry. The proportion of the population born overseas has been reducing and is now just under the state average.
- The City's proportion of **Aboriginal and Torres Strait Islander People** is just under (1.7%) the Greater Perth area (2%).
- The majority of the population speak only English **language** (81%) with 16.9% indicating also speak a non-English language as well. Overall there has been a reduction in the proportion of people from a non-English speaking background.
- In line with national and metropolitan trends, those identifying as non-**religious** has increased significantly between 2001 and 2016 from 23.9% of the population to 43% and now 54% in 2021. The proportion of non-Christian religions is 1.6%.
- The percentage of community members **needing assistance with core activities** is above the metropolitan average at 5% reflective, in part, of the older population (the need being significantly the highest in the over 65 years old cohorts). Provision of unpaid (non-child) care and volunteering rates in Fremantle also exceed the metropolitan average.
- The resident **labour force** is roughly equivalent to the metropolitan average and has increased over time. The unemployment rate has decreased from 7.3% in 2016 to 4.8% in 2021.

  Fremantle residents have slightly more part-time **employment** (35.8%), slightly less full time (53.7%) when compared to Greater Perth, the state and Australia. 18.2% of the Fremantle workforce live & work within Fremantle. The most common occupations of residents in the City of Fremantle include Professionals 37.5%, Managers 15%, which are much more than Greater Perth on 23.7%, and 11.9% respectively. In combination with Community and Personal Service Workers 11.5% these three occupations accounted for 10,601 people in total or 64.0% of the resident workers (All industries).
- A relatively high proportion of the Fremantle workforce use public transport or active transport to **travel to work**, but the proportion still remains far lower than those driving to work (53.3% Car, as driver). Average number of motor vehicles per dwelling (1.7) is lower than the metropolitan average (1.9) but has increased slightly since 2016 (1.6).

Overall, the demographic profile illustrates Fremantle as a revitalising inner metropolitan local government area, retaining a diverse population reflective of its roots and housing stock. The place is incrementally gentrifying as state population growth drives demand for well serviced housing, redevelopment occurs, and land values increase. Population increase can be largely attributed to new development occurring, and the regeneration of suburbs as their original populations age and move on and larger new households replace them. Population by suburb is shown below in Figure 5.

Figure 5: Population by suburb and change (Source: 2016 & 2021 census)



4.1.2 Population Forecast

Perth and Peel @ 3.5million estimates some 800,000 new homes are required to accommodate Perth and Peel's projected population growth of 3.5 million by 2050 (or 'beyond'). The documents prescribe a 47% infill target, which equates to 380,000 dwellings. Approximately 213,130 of these new infill dwellings are expected to be delivered in Perth's Central Sub-Region, with the City of Fremantle allocated a target of 7,030 dwellings. This equates to a population increase of between 10,545 - 15,470 people by 2050 (assumed 2011 baseline).

As a largely developed urban area, additional population growth in the future is primarily expected to be driven by infill development on key development sites. This is influenced by both zoning, infrastructure capacity and, critically, market demand, with population growth in the City closely reflecting state-wide (mostly economically driven) trends.

As this document is planning for a 10–15 year term the forecast projections used reflect this timeframe and project the population and dwelling data to 2036. The forecasting used in the strategy is provided by two different datasets: WA tomorrow and forecast id.

WA tomorrow is state government's population forecasts to 2031 based on Western Australia's fertility, mortality and migration trends. The forecasts are provided down to the local government level. WA Tomorrow is undertaken every five years and was last published in 2019.

Forecast id population and dwelling forecast data is underpinned by the assumption that additional dwellings to an area's housing stock is a major driver of population growth. The forecasts are calculated and provided at the suburb level. The data is based on the 2021 census data. Forecasts are provided for each census year to 2046 and updated annually.

To develop the forecast, id's forecasters worked with the City to understand likely development activity in each suburb over the next 20+ years. Sites available for development were identified and the likely housing mix (e.g. a mix of densities in new housing estates, similar or smaller infill housing in existing neighbourhoods, apartment development in the inner city) and yield (with a 85% take up constraint), and anticipated timing of development (5, 10, 15yrs etc) was applied. These considerations form the development assumptions. Additional forecast id assumptions are:

Net migration, who will move into the area as well as who is leaving the area, by age. In brief, the most mobile age groups in the population are young adults as they tend to move nearer educational institutions, seek work and express a change in lifestyle. Empty nesters are more likely to move to smaller accommodation when appropriate and coastal areas. Families with young children move to larger housing stock, near schools and other networks in suburban locations. Knowing the current and potential housing supply and age of the population, net migration can be calculated for each suburb.

Births in the City are derived by multiplying age specific fertility rates of women aged 15-49 by the female population in these age groups for all years during the forecast period.

Death rates are based on historical estimates for the City, which have been extrapolated into the future, assuming an increase in expectation of life in all age groups (except 85 years and over)

Household size is projected to decrease gradually from 2.14 in 2021 to 1.92 in 2046.

Comparatively to WA tomorrow's general trends and projections by local government area, Forecast id is more locally specific as it considers the potential development and timings of individual lots, local trends and presents the information by suburb. WA tomorrow provides no differentiation between suburbs, which have different housing and population growth. Forecast id is also more up to date. WA Tomorrow trends have not been updated since 2019 and the data has not been calibrated to the 2021 census. forecast id is based on the most recent census data (2021) and updated annually with as approved / built and potential development activity.

Forecast id Population forecasts estimate that the City's population over the general life of this strategy (2021-2036) would increase by over 4,632 people on 2021 census figures up to a population of 35,101 in 2031 and 36,562 by 2036.

WA Tomorrow provides five bands A (low growth scenario) to E (high growth scenario) of potential growth. According to the low to medium growth scenarios, WA tomorrow estimates a population projection of between 31,310 and 36,260 for the City of Fremantle by 2031. This has been extrapolated to 34,730 (band c) by 2036 (refer to table 12).

It is anticipated, the projected increase in the City's population will occur across all suburbs at differing rates as large development sites come online for development as demonstrated in Table 13 and below in 4.2.1 Housing.

The suburb that will see the most marked increase will be Fremantle with development areas in the City Centre, Knutsford and Swanbourne Street areas. This is followed by potential development opportunities in McCabe Street and Leighton Beach, North Fremantle (Fremantle Port land not accounted for), followed by the heart of Beaconsfield development opportunities. Hilton, White Gum Valley and Samson will see smaller population increases.

Development uptake in the past ten years has been impacted by the broader economic context. Initially this was the fallout of the GFC, and then ongoing macroeconomic factors and high construction costs limiting the capacity of the market to absorb faster release. These, and other local and specific, constraints will likely carry on into the future.

Nonetheless, analysis of the City's building data and the 2021 census population of 31,930 suggest the City's population will exceed the WA Tomorrow medium growth forecasts and is on track to meet a medium/high growth scenario and forecast id projections.

The driver behind population increase in Fremantle is likely to be availability of new dwellings which, in turn, is likely to be dictated by zoning provision and commercial feasibility. This strategy is to ensure the City has an adequate and suitably located zoning provision to accommodate infill targets, and development standards responsive to need and strategic objectives.

Table 12: WA Tomorrow Forecast Population Projections 2016 – 2036

*forecast extended by extrapolating growth trend

	WA Tomorrow population growth scenario bands					**Census**
Year	A – Low	B – Low /med	C - Med	D – Med/ high	E - High	
2016	30,680					**28,893**
2021	29,070	30,370	30,860	31,430	32,640	**31,930**
2026	30,140	31,800	32 310	32,940	34,840	
2031	31,310	33,110	33,720	34,490	36,260	
2036			34,730*			
2016 census – 2036 change			**5,837**			
2021 census – 2036 change			**2,800**			

Table 13 includes a population breakdown by suburb. Note that the population numbers are derived from the Estimated Resident Population from the Australian Bureau of Statistics. These differ from (and are usually higher than) Census counts as they factor in population missed by the Census and population overseas on Census night. They are generally considered a more accurate measure of population size than Census counts.

Table 13: Forecast id population growth by suburb

Area	2011	2016	2021	2026	2031	2036	Total Change	Avg Annual % Change
City of Fremantle	28,651	31,284	35,298	38,377	40,866	42,839	+14,188	+1.62
Beaconsfield	4,993	5,510	5,842	6,301	6,833	7,151	+2,158	+1.45
Fremantle	8,298	9,117	11,094	13,016	14,658	16,210	+7,912	+2.71
Hilton – O'Connor	4,182	4,474	4,597	4,642	4,689	4,714	+532	+0.48
North Fremantle	2,949	3,450	4,626	5,133	5,172	5,227	+2,278	+2.32
Samson	2,046	2,007	2,100	2,089	2,093	2,094	+48	+0.09
South Fremantle	3,222	3,498	3,596	3,758	3,991	4,026	+804	+0.90
White Gum Valley	2,961	3,228	3,444	3,439	3,430	3,418	+457	+0.58

4.1.3 Dwelling Yield Analysis

Table 14 correlates the City's current housing stock numbers with the forecasted dwelling numbers that are anticipated through the redevelopment of large development sites,

infill subdivision and city centre revitalisation (refer to 4.2.1) and as calculated by forecast id.

Table 14: Forecasted dwelling numbers

(Source: Census and Forecast id)

Data source	Year	Dwelling No.	Avg /yr	Dwelling Target No.s
Census	2011	13,460		
	2016	14,528	214	1,068
	2021	15,687	232	2,227
Forecast id	2026	16,451	153	2,991
	2031	17,863	282	4,403
	2036	19,056	239	5,596
	2041	20,299	249	6,839
	2046	21,656	271	8,196

As discussed in 4.1.2, forecast id forecasting is based on dwelling yield. Id forecast is based on consideration of the development potential of individual sites in a suburb under the current zoning, density coding and planning provisions. Only those sites appropriately zoned, including development areas with the requirement for a structure plan, were considered. The dwelling forecasts considered the following for each site:

- A calculation of possible dwelling yield with the development constraints of the site considered, for example planning provisions, physical impediments, existing building on site, heritage, location, fragmented or multiple ownership, infrastructure & servicing availability.
- A reduction in take-up of the full development potential to a factor of 85% to allow for unanticipated constraints and market conditions.
- An estimate of potential timing of development on each site i.e. in the next five, 10, 15+ years, based on current market conditions and discussions with landowners and forecast over the years to 2046.

Perth and Peel @ 3.5million specifies a target of 7,030 dwellings for the City of Fremantle by 2050. This equates to 180 dwellings per year on 2011 dwelling numbers and provides a dwelling target of 2,700 dwellings from 2021 to 2036 for this strategy.

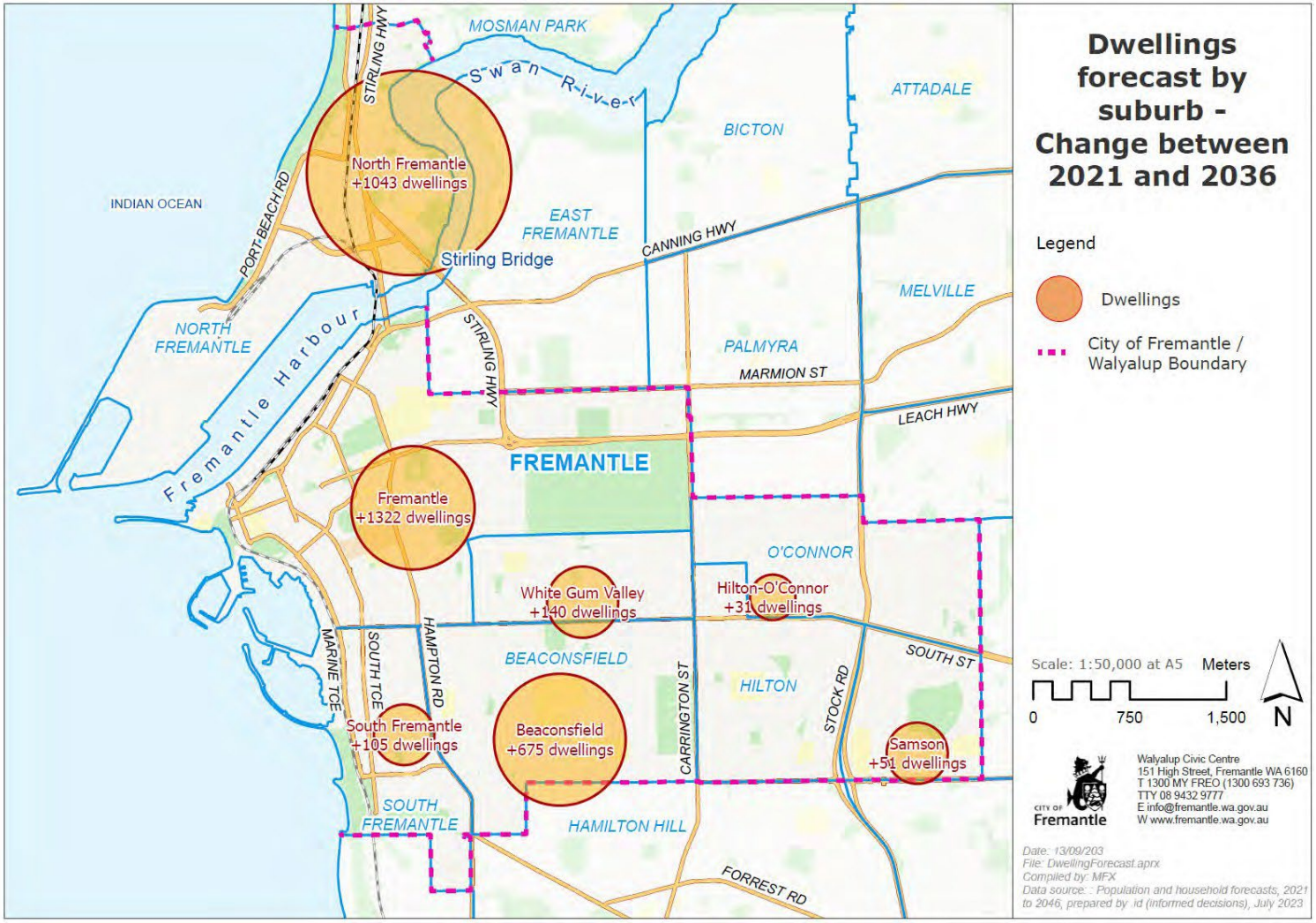
Forecast id anticipates, through the assumptions provided above, an additional 3,369 dwellings will be provided in the City of Fremantle from 2021 by 2036.

If the dwelling forecast growth / trend (as discussed above and provided in table 14) continues the City will meet the *Perth and Peel @ 3.5million* dwelling targets by 2042.

Areas that have the potential for the most development are the suburbs of Fremantle (potentially 1,322 additional dwellings), North Fremantle (potentially 1,043 additional dwellings with the currently industrial and Fremantle Port land not accounted for) and Beaconsfield (potentially 675 additional dwellings). Notable areas of potential are the City Centre area and the Knutsford and Swanbourne Street development areas in Fremantle, the McCabe Street development area in North Fremantle, and the Heart of Beaconsfield master planning area accommodating several significant redevelopment sites in Beaconsfield. Refer to 4.2.1 housing below for discussion on the provision of housing and Table 13 for dwelling forecast numbers by suburb.

The Future of Fremantle work has not been considered as part of these forecasts.

Figure 6: Population and household forecasts 2021 – 2036 (Source: Forecast id)



4.1.4 Demographic Analysis

Fremantle's demographic profile is diverse: A comparatively older population with family age groups also; a range of low and high incomes; relatively average small household sizes (brought down by a high proportion of single person households); and a mix of housing affordability. Consequently, the needs of existing and future populations are similarly varied. Fortunately, Fremantle remains well placed to support a diverse population accommodating a range of employment, housing, health and social services and amenities.

Fremantle's housing stock is more varied than other areas of the metropolitan area. Diversity in housing type and density remain a key objective of the City of Fremantle Council and the City will continue to support different needs, life stages and lifestyle values, through adequate and appropriate zoning and planning scheme provisions. It is hoped that housing diversity will also accommodate different price points and maintain a degree of affordability. Incentives for inclusion of affordable housing are included in some areas, however there are limitations on the extent to which affordable housing can be influenced through the planning process.

Into the future, additional population will be accommodated on development sites and in nodes near transport and services, with a small increase also provided through general infill. These areas cater for both apartments, grouped dwellings and some single house development. Forecasting dwelling numbers and population against known development sites show that the City will provide for an increased population in the next 10-15 years and is tracking to meet the Perth and Peel @ 3.5 million population/dwelling targets to 2050.

As the population increases, there may be an increased demand for community facilities including schools and recreation facilities. The developed nature of Fremantle limits the capacity to accommodate new facilities and therefore rationalised and efficient use of what is available, and care in planning new development sites is required.

The reducing proportion of people from a non-English speaking background may justify further consideration of the heritage significance of their contribution to Fremantle, and its reflection in its built form.

Planning Responses:

- Maintain a range of density coding and housing types to support the community's diverse housing needs.
- Maintain density infill opportunities in unconstrained, well serviced locations (i.e. those with access to local shops and public transport). A review of feasibility constraints could assist in understanding the potential for further / faster uptake of development opportunities.
- Continue to support and promote innovative, accessible and affordable housing options, including existing incentives. Further incentives may be appropriate in some areas.
- Continue to protect Fremantle's heritage (including recognition of its migrant heritage).
- Plan and advocate for further improvements to the public transport network to support increased use of active transport and access to jobs and services.
- Continue to promote shared use and improvement of facilities, and actively participate in discussions with key service providers regarding continued maintenance of key health, education, recreation and community services, and planning necessary to sustain a growing population.
- Undertake a housing strategy to identify gaps and future needs and investigate incentivising needs into the planning framework.

Refer to *Perth and Peel @ 3.5 Million* (2018) and Central Sub-regional planning framework (2018) above for future housing response.

4.2 *Community, Urban Growth and Settlement*

The City of Fremantle sits at the mouth of the Swan River / Derbal Yerrigan and coast within the Aboriginal cultural region of Beelair. Its Nyoongar name is Walyalup (the place of walyo). Local people are called Whadjuk. The City of Fremantle acknowledges the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area.

The Whadjuk people have a long and rich history in the Walyalup area. The area is a place of ceremonies, significant cultural practices and trading. Accordingly, the area contains several significant sites and features in the Whadjuk people's traditional stories. The mouth of the Derbal Yerrigan is the place where the Wagyl fought the Crocodile spirit and used the crocodile's tail to separate the fresh water from salt water. There is also a strong connection to Rottnest Island (Wadjemup or place across the sea). The Whadjuk tell the story of how the land once extended to Wadjemup but now the sea inundates this land.

European settlement to the area commenced in 1829 when the port was established for the Swan River Colony and Fremantle became a centre of trade. Located on a limestone headland and escarpment, the Fremantle township established soon after and the city thrived, developing into a diverse and vibrant regional centre. The main industries at this time were shipping, fishing and farming. Gradual growth took place during the mid 1800s with more rapid growth during the 1890s and early 1900s, spurred by the opening of the railway line from Perth (1881), the establishment of the Inner Harbour (1897), and the gold rush. Land was resumed along the river and coast for town, port, quay and reserve (e.g. Esplanade Reserve) areas.

The City's population continued to grow and Fremantle became a city in its own right in 1929. Significant development occurred from the 1950s into the early 1970s, particularly in the southern and eastern suburbs.

The introduction of containerisation to port operations during the 1970s, resulted in many changes to the manufacturing, commerce, retail and residential elements of the city. Fremantle struggled to adapt to the reduced association with the port and the population declined during the late 1970s and early 1980s.

Figure 7: 1865 Map of Fremantle

The City emerged in 1987 as the host city for the America's Cup sailing challenge. The population has since increased gradually to 31,930 people in 2021.

The City of Fremantle area is now predominantly residential in land use, with substantial maritime, industrial and port areas, and commercial, educational and tourism land uses. The Fremantle

Port has, and continues to, define Fremantle as a place. The University of Notre Dame and Challenger TAFE are located in the Fremantle city centre. The wider Fremantle area boasts a hospital, museums, arts centre, river and coastal beaches and various sporting grounds.

Both state and local objectives promote diverse, affordable, accessible, and safe communities. The role of this strategy is to establish how population changes, housing needs and support services consistent with these goals can be accommodated into the future.

4.2.1 Housing

Generally, the City's housing stock is diverse reflecting its heritage roots, and eras of revitalisation and suburban development. From heritage cottages, terrace and post-war housing to contemporary apartment complexes and infill development, the City offers a much higher proportion of attached & medium-high density dwellings (39.9%) compared to the metropolitan average (22.1%).

Fremantle also provides housing diversity in the size of its housing and has a higher percentage of one and two bedroom dwellings (36.4%) comparatively to greater Perth (16.2%) better catering to smaller household sizes.

As discussed in dwelling yield analysis above, the City is on track to meet its WA Tomorrow and forecast ID dwelling numbers to 2036, and *Perth and Peel @ 3.5 Million* dwelling targets 7,030 dwellings by 2050.

Dwelling Forecasting shows additional dwellings to accommodate population growth and targets can be accommodated under the existing planning framework. The areas that will accommodate increased growth within the suburbs are specifically:

- **High density inner-city development:** Provisions for high density and additional heights, as well as a mix of uses, is provided for within the City Centre and Northern Gateway /East End precinct.

  Additional detailed planning for an increase in population will be pursued through the City plan planning area action.

  The inner City areas are part of the Fremantle suburb. The dwelling forecast for this portion of the Fremantle suburb is 576 additional dwellings by 2036, or 44% of the suburb yield.

- **Development Areas:** Brownfield redevelopment sites by suburb:
  Fremantle: Burt, Knutsford and Swanbourne Street.
  North Fremantle: McCabe Street.
  Beaconsfield: Davis Park, former TAFE site and Lefroy Road Quarry.

  Housing diversity is a feature of structure planning in these areas.

- **Non-city centre activity centres, mixed use corridors and nodes:** Various areas zoned for additional development appropriately located in proximity to amenities and transport. Includes Neighbourhood and Local Centres. These zones can accommodate R60 development or higher under a bonus clause in the City's scheme.

  Transit corridor nodes along South Street are appropriately zoned with provisions for increased height and higher density development.

- **General infill:** Small scale infill development in existing suburbs including split-density codings in Hilton, White Gum Valley, and Beaconsfield. New dwellings in these areas tend to be larger 'family sized' dwellings in contrast to the smaller apartments and units being achieved in inner areas. A diversity of housing, including smaller housing types to accommodate household structure is encouraged.

  The Freo Alternative (small infill development – Special control area 5.7) provides an alternative approach to suburban infill and promotes smaller more context responsive housing in trial areas.

Large key development / infill sites, the South Street transit corridor nodes and the city centre and surrounds are illustrated on Figure 8 below. While the map also includes the Freo Alternative infill precincts, additional yield within these areas is likely to be low due in part to the limited number of undeveloped eligible lots.

In addition to the areas on the map, it is noted that residential redevelopment may become feasible in the future on the land north of the Fremantle Port, Victoria Quay (and potentially even on North Quay in the event of relocation of the port,) and within Fremantle Oval in the future. These areas however are purely conceptual, and subject to much more planning before any decisions can be made as to their suitability and the desirability of this from a broader planning perspective. Therefore, for the purposes of the strategy these areas are merely flagged as possibilities.

Omissions from the map include:

- medium and smaller subdivision and development opportunity,
- General infill development,
- Sites with a non-conforming density,
- R60 mixed use development potential in Mixed use, local and neighbourhood centres.

Other omissions are the potential residential redevelopment areas of the Fremantle Port land (Victoria Quay and North Quay in the event of relocation of the port), the industrial land north of Fremantle Port (Bracks Street, North Fremantle) and Fremantle Oval. These areas are included as planning areas in the strategy and require further detailed planning and / or advocacy with state government to achieve future development of the sites.

Primary constraints to development in recent years have been larger economic factors. Development in the next 15 years will (as it has in the past) likely be impacted by the same broader economic context as well as environmental constraints as they become increasingly apparent.

On a local site-specific level, contamination is a constraint for several sites. Service restrictions (particularly absence or inadequacy of sewer or water provision) is an additional (cost and infrastructure) constraint for development in South Fremantle (around Strang Street), Knutsford Street / Swanbourne Street and for denser development in central Fremantle.

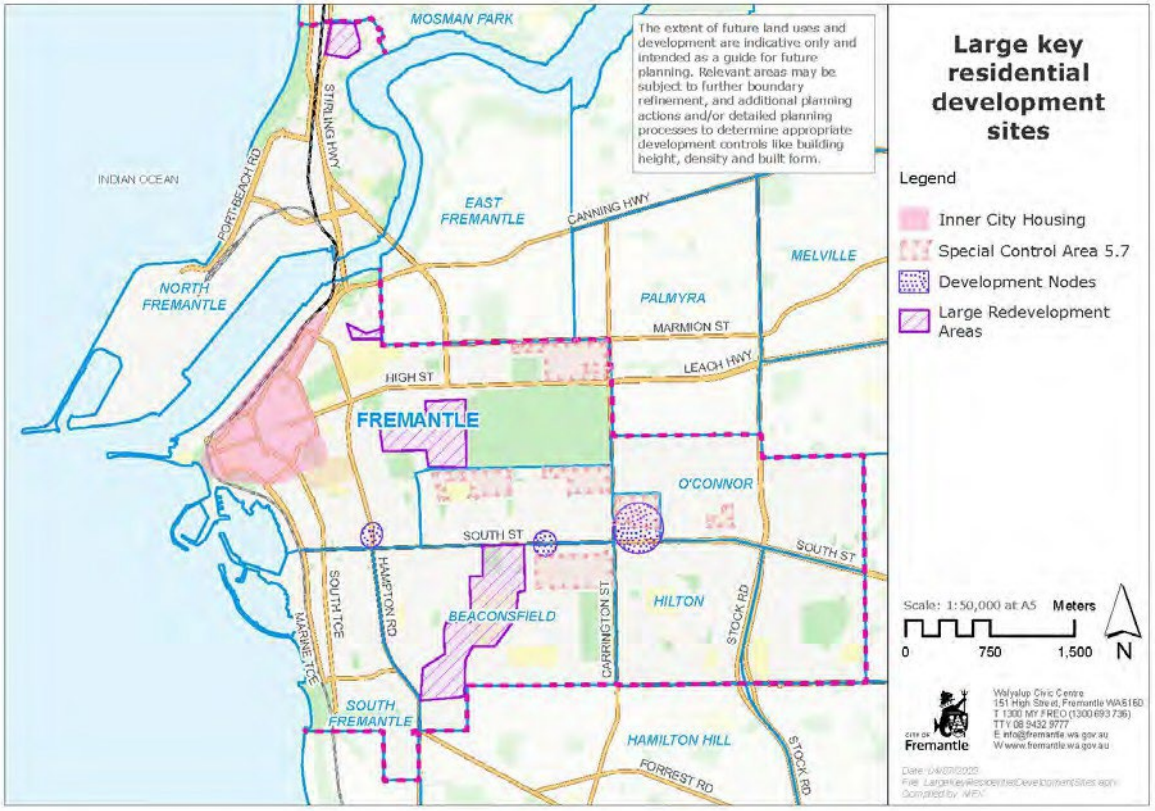
Overall, the City anticipates in the next 15-20 years:

- There will be periods of increased growth (more dwellings) and times of lighter development (less dwellings built/annum).
- land is currently adequately zoned and will provide for the growth anticipated in this strategy and State Planning Strategy i.e. *Perth and Peel @ 3.5million*.
- Additional large-site planning will be undertaken for specific redevelopment areas i.e. structure planning

Further opportunities for low impact locally considered infill development may exist within suburbs. These opportunities can be explored through community-lead neighbourhood planning and visioning processes as and when resources are available. Work on these opportunities will include review of Freo Alternative, response to R-Codes Volume 1 (Medium Density), potential provision to support redevelopment of significantly) non-conforming density sites to maintain housing diversity and future precinct planning.

These infill opportunities and the four housing opportunities above will continue to concentrate on a mix of densities, accommodating different housing typologies across the City. Opportunity to incentivise adaptable, accessible and affordable housing will also be looked at.

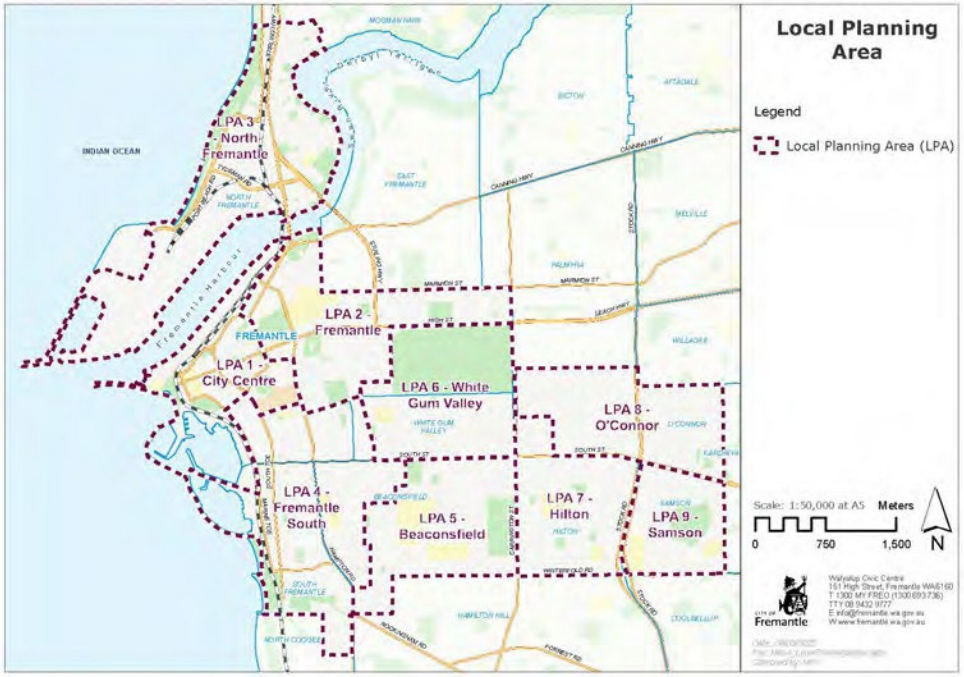
Figure 8: Key development sites



4.2.2 Built form and character

As an established urban area with significant heritage values apparent in most of the City's suburbs, and a strategic focus on design quality, built form and character are critical planning considerations in Fremantle. This character was outlined in a brief Local Planning Area analysis included in the previous Local Planning Strategy. This analysis has been updated and included in Appendix 7. The City's planning areas under LPS 4 are shown on Figure 9 below. Note the local planning areas under the LPS 4 are different to the planning areas identified in this strategy.

Figure 9: LPS4 Planning Areas



Whilst Fremantle's building stock is diverse, and its character sometimes eclectic, there are critical consistent elements which contribute to its significance and sense of place. Retaining these whilst still accommodating change, and the population increases discussed above, requires a nuanced approach. Some review of development standards may be appropriate to remove unnecessary or confusing duplication and/or conflict with state standards as these develop (e.g. Design WA initiatives) however maintenance of area-based policy supplements to the R-Codes will remain necessary to facilitate good, context-appropriate built form outcomes in Fremantle into the future.

Continued focus on a fine grain walkable urban structure and design quality which optimises use, functionality and amenity of space and place, and supports more sustainable built form represent ongoing objectives aligned to both state and local policy. Periodic review and update to these is necessary to ensure they remain effective and fit for purpose, particularly in the context of an evolving state government policy framework, changing retail trends, regional traffic growth and changing lifestyle and transport preferences.

4.2.3 Cultural heritage

4.2.3.1 Aboriginal History

Walyalup has several significant sites and features in many traditional stories. It is a place that has strong social, spiritual, cultural and historic significance including an important crossing point of the Derbarl Yerrigan [Swan River], a meeting place, a trading place, a ceremonial place and a spiritual place.

Recognition of Fremantle's Aboriginal history is vitally important as it contributes to:

- the community's sense of place and belonging
- the quality and healing of relationships among local Aboriginal people, including local people, and broader communities
- a vibrant, robust and sustainable community.

Places of Aboriginal heritage categorised as 'Registered Sites' have the highest level of protection under the *Aboriginal Heritage Act 1972*. Four 'registered sites' fall within the City of Fremantle.

A further 10 places in the City of Fremantle are considered 'Other Heritage Significance' under the Act including DAA18332 Clontarf Hill. These sites are important cultural and historical sites that must be managed accordingly. Refer to Figure 10 for registered and other heritage significance indigenous sites.

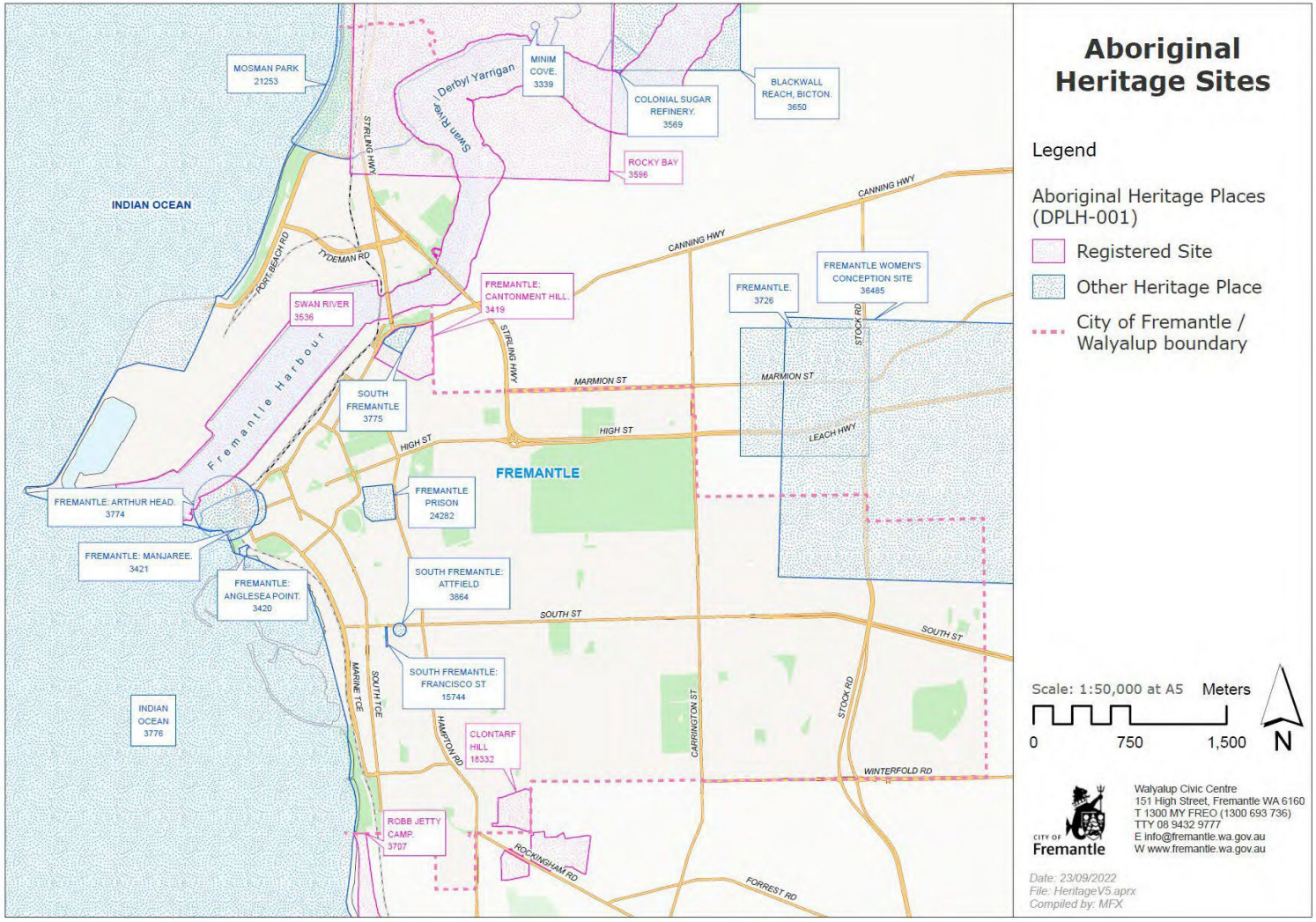
Protection and appropriate care and management of these areas is important to these places and will be consistent with approved management plans which have been subject to consultation with traditional owners.

Some Aboriginal heritage places are also contained on the City's Heritage List

Table 15: Registered Aboriginal sites

Site	Site Type	Status	Access	Notes
DAA3419 – Cantonment Hill	Ceremonial, Mythological, Camp, Named Place, Plant resources	Permanent	Open	Cantonment Hill
DAA3536 – Swan River	Mythological, Named place	Permanent	Open	Located in all reserves except Cantonment Hill and Arthurs Head
DAA3596 – Rocky Bay	Mythological	Permanent	Closed – Location not available	Swan River
DAA3707 – Robb Jetty Camp (very small portion)	Camp	Permanent	Very small portion in the CoF is accessible - open	The boundary of this site comes into the City of Fremantle boundary

Figure 10: Aboriginal heritage: sites within the City of Fremantle (source: State of Western Australia AHIS)



4.2.3.1 *Built Heritage*

In addition to Aboriginal heritage sites, the City has a rich fabric of more recent heritage sites including:

- The UNESCO World Heritage listed Fremantle Prison
- Around 280 places included on the State Register of Heritage Places (including the whole of the West End)
- Around 2500 places of local cultural heritage significance included on the local Heritage List and
- 18 heritage areas.

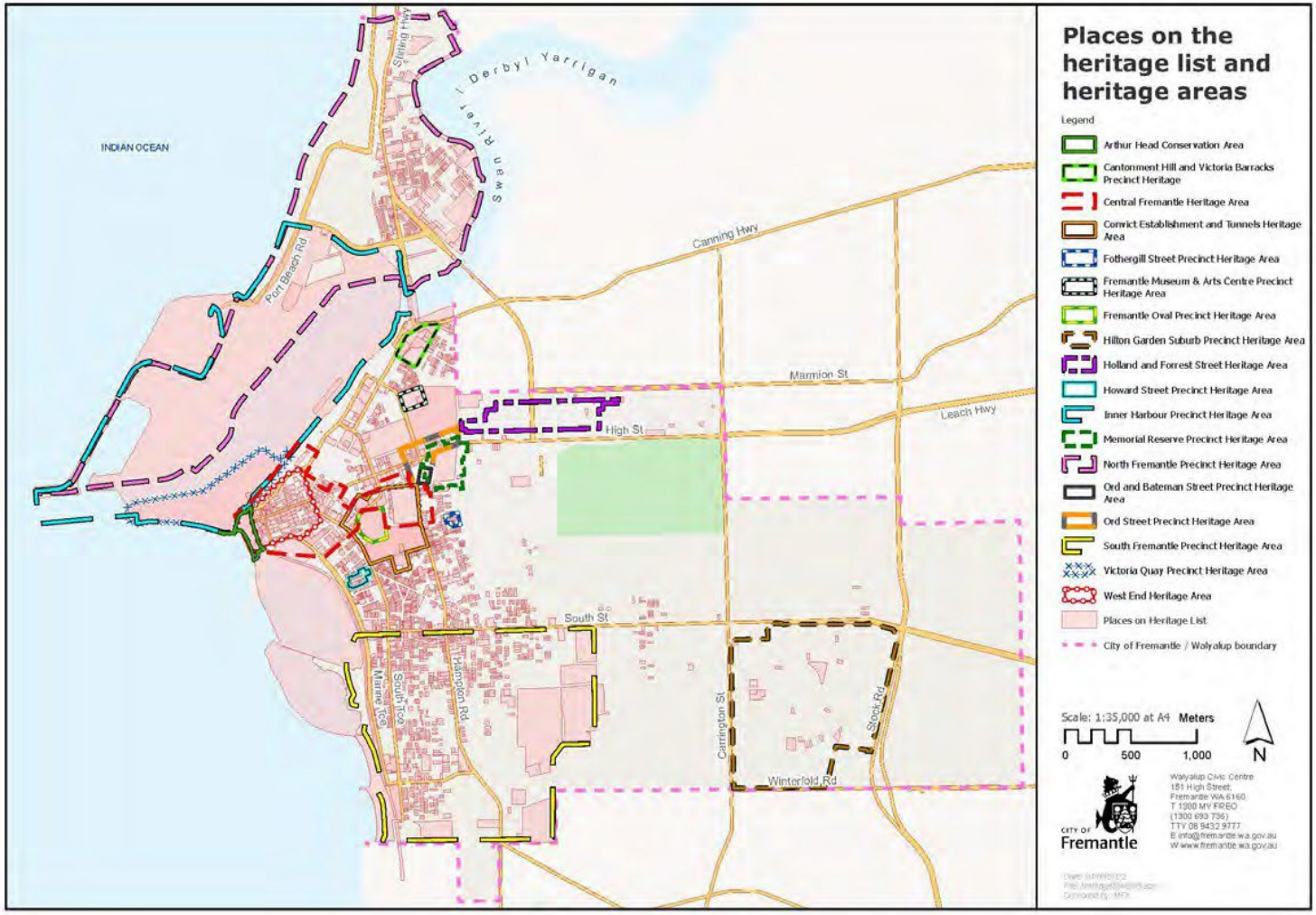
The City's quality and breadth of built heritage places and depth of traditional streetscapes are regarded as a significant asset and an integral part of not just Fremantle's, but Western Australia's sense of place. This sets it apart from many other localities in Perth. As such, the City's heritage attributes are regarded as an attraction and opportunity to develop and evolve with contemporary history, while not forgetting the past.

The City's approach to conservation includes adaptive reuse and the ongoing utility, interpretation and value of place. The City of Fremantle uses The *Burra Charter – the Australia ICOMOS Charter for Places of Cultural Significance* as the key document guiding the management of heritage places. Local Planning Policy and Scheme provisions, based on the Burra Charter, *Heritage Act 2018*, State Planning Policy and best practice help to implement the City's approach.

The City will continue to maintain strong provisions in the scheme and a policy framework to protect heritage places, areas and streetscapes.

The City will continue to maintain and regularly update Conservation Plans for City-managed buildings and maintain and review streetscape policy requirements which recognises historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.

Figure 11: Built heritage: Heritage listed places and area



4.2.4 Activity centres

Fremantle is traditionally well serviced by an established network of activity centres including:

- Fremantle City Centre: a strategic metropolitan centre
- North Fremantle (designated as a District Centre but operating more akin to a neighbourhood centre)
- Mixed Use corridors along sections of South Terrace, Hampton Road, Queen Victoria Street and Stirling Highway
- Northbank and South Street Commercial area
- 9 Neighbourhood Centres
- 13 Local Centres and several additional corner store sites

These areas are well located to provide a walkable network to support the surrounding residential catchments' retail and service needs. Maintenance of this network is desirable from a sustainability and amenity perspective and to plan public transport and reduce dependence of vehicle travel to access goods and services.

In the Strategy the following planning areas have been identified as areas that require further detailed planning:

- Fremantle City Centre
- North Fremantle District Centre
- North Fremantle Urban Precinct
- Neighbourhood, Mixed Use & Local Centre
- Urban Corridors

The City's Retail needs Assessment (RNA) 2023 recognises that Fremantle plays an important role in supporting access to goods, services and employment for the metropolitan area; it is a major tourist destination attracting visitors to the State and is home to a high concentration of heritage and cultural assets that have State and National significance.

While Fremantle's retailing offering is unique, providing a diversity of boutique and local retail options, the national and international downturn of the main street has affected the City's retail landscape. To buffer the effects of the downturn, Fremantle has further evolved into food and beverage, and entertainment centre uses that serve both daytime and nighttime economies. The RNA notes, however, that this does not fully address retail gaps and additional retail is needed including an additional supermarket and minor majors in the City Centre.

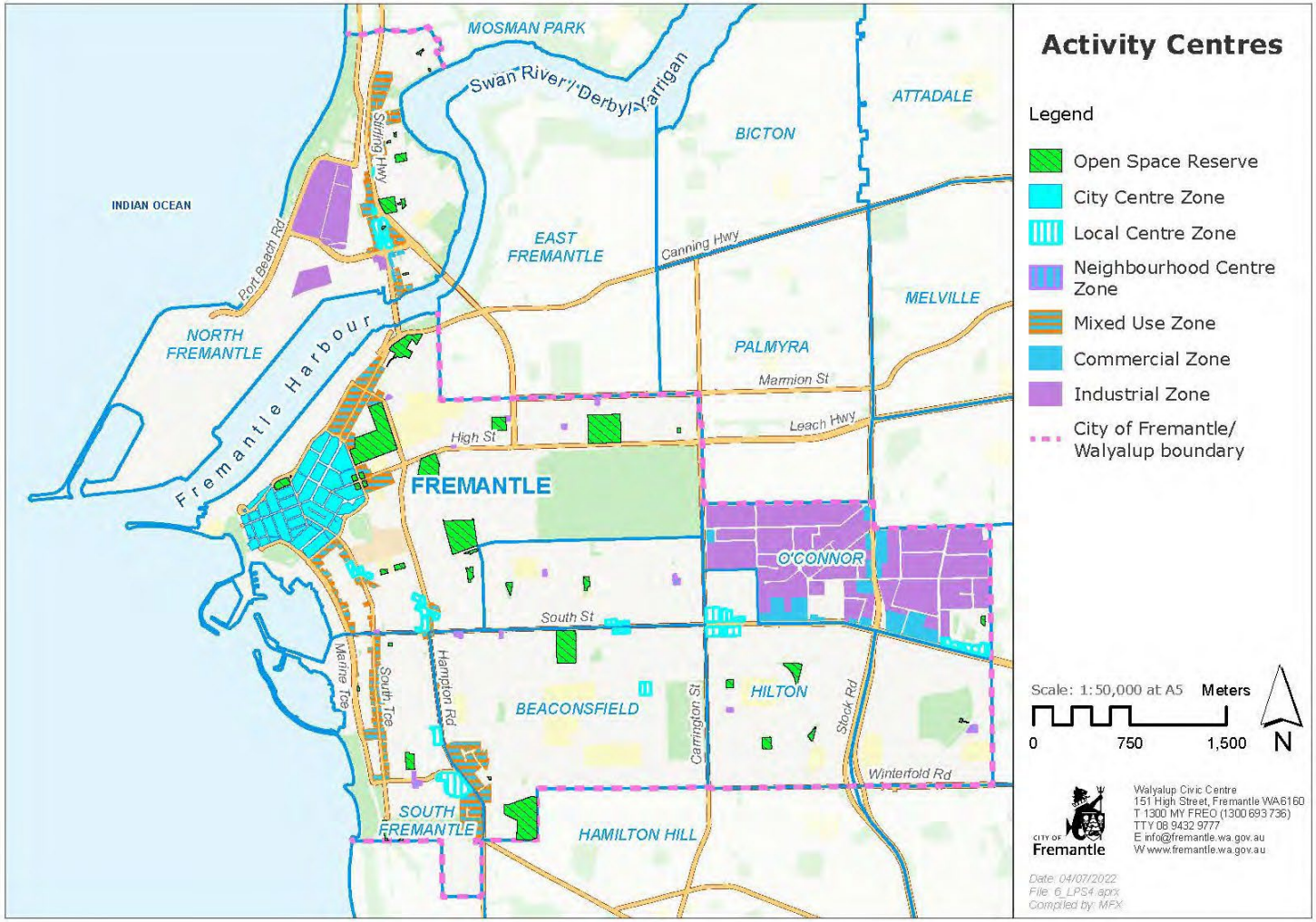
Table 16: Retail floor space gaps (Source: Pracys 2023)

Centre	Floorspace gap (sqm)	Considerations
City Centre	2,500 Supermarket	The approved woolstore development has been accounted for and a 50% scaling applied to the remaining gap.
City Centre	12,000 Dept store / Mini Major (x6)	To provide a conservative target for the current gap a 50% scaling has been applied to the identified gap.
North Fremantle/ Harvest Road	2,000 Supermarket / discount Dept store	As per gap analysis finding.
South Tce & Wray Ave combined	1,500 Small supermarket	South Tce has limited development potential and surrounding residents have relatively good access to the South Fremantle centre.

To adapt and provide opportunity to fill the gaps, the City intends to maintain land use flexibility within centres, with ground floor of the core city centre dedicated to commercial uses and increased opportunity for residential density on upper floors, to the periphery and off the main streets. Further residential development will bolster the retail and service centre catchment. Feasibility impediments to higher density and other residential development including Building Code restrictions to adaptive reuse will need to be monitored.

The evolution of retail, as well as the City's changing population dynamics, provide an opportunity to improve centre function and layout, and accommodate potential future growth. All these factors, including addressing the retail gaps, can be focused on through further detailed planning in the planning areas.

Figure 12: City of Fremantle Activity centres



4.2.6 *Public open space and community facilities*

The City has 192 hectares of Public Open Space with 96 community facilities including:

- 2 golf courses (62 hectares)
- 40 hectares of nature space
- 25 'local' parks (less than 1ha)
- 20 'small' parks (less than 4000m^2)
- 30 'pocket' parks (less than 1000m^2)
- 51 recreation spaces and 11 'mixed' open space reserves including:
- 9 pavilions
- 6 sporting reserves
- 44 playgrounds
- 8 community buildings
- 2 libraries (including a toy library)
- 2 senior centres
- 4 skate parks
- 2 leisure centres (one including aquatic facilities).

A comprehensive review of the community facilities has recently been undertaken. This process concluded that generally, the City is well supplied with community sport and recreation facilities, and these facilities provide good accessibility to the community. Some upgrades and rationalisation is being worked through by the City including more flexible adaptable design in future upgrades to allow optimal adaptive and efficient use of these amenities. Further work on open space hierarchy and guidelines for each hierarchy on the appropriate amenities and level of service are additional projects.

Figure 13: Public Open space and community facilities [Source: Greening Fremantle: Strategy 2020]

The City's Public Open Space Strategy has identified that POS provision is predominantly through Small, Local and Neighbourhood POS areas; and there is limited District and Regional POS, in particular for the provision of Sport Spaces.

Figure 14: Hierarchy of POS and catchments

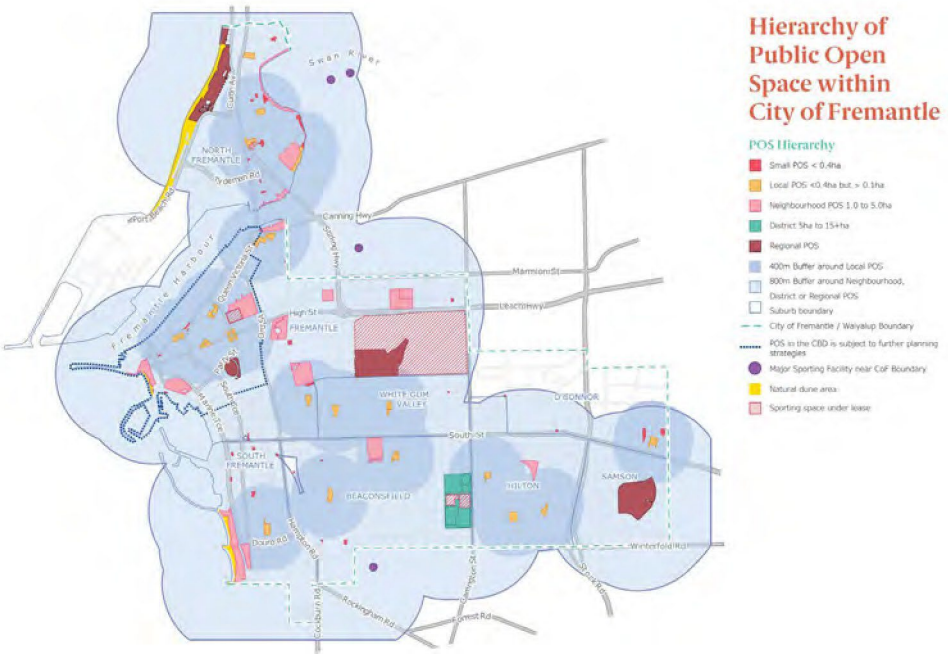


Table 17 below breaks down the POS number based on the hierarchical classification and calculates the provision per person based on five-year population increments. The table shows that whilst net provision of open space in the City meets the 10% public open space land area requirements of state planning policy, a growing population would decrease the amount of POS per person in the coming years and the provision of POS per person will continue to decline across all classification categories.

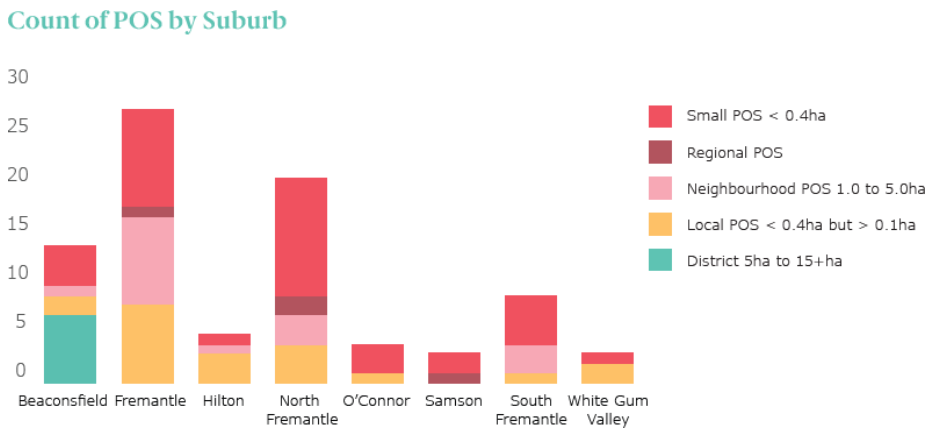
Table 17: Population by year and POS per person

Classification	Current Area m2 (2020)	2016	2021	2031	2036
		28,893	31,930	35,101	42,440
Small < *0.4ha*	43,048	1.49	1.35	1.23	1.01
Local *0.4ha to 1ha*	137,776	4.77	4.31	3.86	3.25
Neighbourhood *1ha to 5ha*	492,441	17.04	15.42	12.46	11.60
District *5ha to 15+ha*	176,697	6.12	5.53	9.99	4.16
Regional	419,989	14.54	13.15	11.97	9.90

The current POS provision (hectares) by suburb and the number of POS areas by suburb are shown in Figure 15. The dominant type by hierarchy are the 'Small' and 'Local' POS, while the most dominant type by number of POS areas is the 'Small' classification, which are areas smaller than 0.4ha or 4,000m2. POS areas of this size are quite restricted in their functionality, serving a limited recreational use for residents within the immediate area.

Assessment of POS provision on a suburb-by-suburb basis shows that Fremantle and Beaconsfield benefit most, with the largest provision in terms of total hectares and number of spaces.

Figure 15: Count of POS by Suburb



POS provision is benchmarked against the State Government's Development Control Policy 2.3 (Public Open Space in Residential Areas), which identifies 10% POS or 3.36ha of POS per 1,000 population and is reflected within the state government's planning documentation. The application of this this standard to the current POS provision within the City of Fremantle shows that only four of the City's eight suburbs currently meet or exceed the standard level of provision, as shown in the table below.

Table 18: Current POS provision

Suburb	Current POS Hectares	2021 Census Population	2021 Provision Ratio (ha / 1,000 pop.)
Beaconsfield	22.95	5,315	4.32
Fremantle	49.38	9,251	5.34
Hilton	3.43	4,323	0.79
North Fremantle	24.31	3,947	6.16
O'Connor	1.52	460	3.30
Samson	14.48	1,881	7.70
South Fremantle	9.65	3,398	2.84
White Gum Valley	1.27	3,358	0.38
City of Fremantle Total	**127.00**	**31,933**	**3.98**

Future POS provision within the City of Fremantle has been illustrated in the Figure below and shows that additional POS will be limited to primarily the suburb of Beaconsfield (one district space at 4ha in size), with smaller allocations to be provided in Fremantle, North Fremantle and South Fremantle.

Table 19: Future POS provision

Suburb	Current POS Hectares	2021 Census Population	2021 Provision Ratio (ha/1,000 pop.)	Future POS Hectares	2031 Census Population	2031 Provision Ratio (ha/1,000 pop.)
Beaconsfield	22.95	5,315	4.32	26.95	6269	4.30
Fremantle	49.38	9,251	5.34	50.38	10513	4.79
Hilton	3.43	4,323	0.79	3.43	3392	1.01
North Fremantle	24.31	3,947	6.16	24.51	5054	4.85
O'Connor	1.52	460	3.30	1.52	460	3.30
Samson	14.48	1,881	7.70	14.48	1863	7.77
South Fremantle	9.65	3,398	2.84	17.65	3470	5.09
White Gum Valley	1.27	3,358	0.38	1.27	3480	0.37
City of Fremantle Total	**127.00**	**31,933**	**3.98**	**140.18**	**34501**	**3.68**

When considering future demand, the draft CSRF Plan identified that for the period from 2021 to 2031 there will be a need for the following additional Sport Spaces:

Table 20: Future POS sport spaces requirements

Number	Size[1]	Total Hectares Required
1	Oval playing field dimension with safety zone = 145m x 175m.	2.53 ha
7	Square playing field dimension with safety zone = 108m x 71m. Total area = 7,668m2 or 0.77ha	5.39ha
	Total	**7.92ha**

[1] based on designated senior sized Sport Space - DLGSC Sports Dimension Guide

The analysis of existing use of Sport Spaces shows that there is some capacity to meet future demand, however there is not the capacity to meet the future requirement for 7.92ha of space. This makes the provision of the additional Sports Space POS at Beaconsfield particularly important regarding the City's capacity to meet future sporting demand.

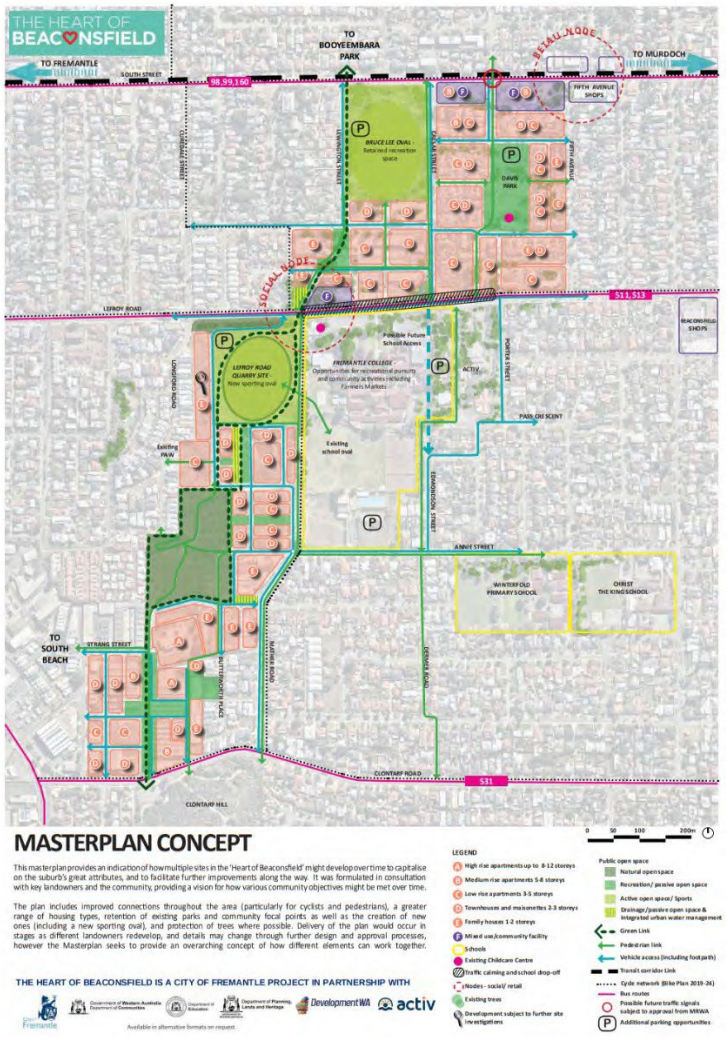
Accordingly, the City's approach to POS will require a focus on public open space acquisition, advocacy and partnerships. The following actions are recommended:

- Retention of existing net open space, particularly in areas subject to significant population increases (including central Fremantle, North Fremantle and South Fremantle)
- Potential upgrade of existing open spaces offering to accommodate increased usage.
- Develop and implement an Advocacy Plan for the acquisition of additional POS within Beaconsfield (as part of the Heart of Beaconsfield development),North Fremantle, Fremantle and South Fremantle. Planning provision for a district level sports facility in a centrally accessible location has been identified with the Heart of Beaconsfield Masterplan

adjoining Fremantle College, potentially on the former Lefroy Road Quarry Site (refer to Figure 16).

- Implement standardised and formal Shared Use Agreements with education institutions for the use of POS.
- Local Structure Plans for substantial development areas will need to consider whether additional local open space (likely new small, localised pocket parks), or enhancing existing open space available in the proximity are appropriate. Development standards and ongoing maintenance costs will also be a consideration in open space design.
- The City supports a minimum 10% POS contribution as a baseline metric for greenfield or brownfield development sites and infill areas where an undersupply of, or access to, POS has been identified as an issue in the City's strategic documents.

Figure 16: Heart of Beaconsfield Masterplan



4.2.7 *Planning framework*

Several minor improvements can be made to the planning framework to ensure consistency and continued improvement. These improvements include:

- Progressive update of the City's Local Planning Policies
- Zone unzoned sites
- MRS improvements (by WAPC request)
- Further collaboration with WAPC may be required for strategic sites to progress
- Maintain and periodically review incentives for energy and water efficiency in local planning framework.
- Continue pursuit of the Walyalup Reconciliation Action Plan including recognising the traditional owners of the land in planning documents and otherwise.
- Update Local Planning Scheme to further align with Planning regulations, statewide model scheme text and SPP.

4.2.8 *Community, Urban Growth and Settlement Planning analysis*

As an established urban area with a diverse population, significant heritage values, and a strategic focus on design quality the City is committed to a diversity of housing, quality-built form, conserved heritage, effective management of public space and quality activity centre development.

Already, Fremantle accommodates significantly greater density and higher dwelling diversity than other areas of the metropolitan area. The City is on track to meet housing forecasts and targets set through Perth and Peel @3.5 million Central Sub-Regional Planning Framework, through development on key development sites and infill housing.

The response to this theme is broad in scope and includes consolidating the urban structure while providing for well-located and diverse housing and retaining and enhancing the character and built form of places, as well as built heritage values. Within an established area providing well located and appropriate public open space and facilities for the future population will be key. Minor improvements to the planning framework are also suggested for efficiency and improvement.

The response is supported by several local, state and regional planning policies.

Planning Responses:

In summary the City's response to community, urban structure and settlement planning theme aspects include:

1. Urban Structure

Maintain a fine grain walkable <u>urban structure</u> and environment whilst accommodating changing retail trends, regional traffic growth and changing lifestyle and transport preferences.

Actions:

- When considering plans for centre development and urban renewal (i.e. structure plans, large developments, corridor planning, rezoning requests) the City will support urban consolidation including Residential Density Codes higher than, but complementary to, the surrounding area where a diversity of housing is provided and the existing network of centres, (including commerce,

amenities, services and jobs) is maintained within walking / cycling distance of most dwellings in catchment area, and near public transport, to reduce dependence of vehicle travel to access goods and servicesFollowing activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation.

- *[Potential Scheme Amendment]*

continue to advocate for detailed planning and delivery of rapid transit along South Street or the freight corridor (see LPS map) and plan for development opportunities in these corridors as presented. In the interim, maintain consolidation in established nodes (centres) co-located with bus stops.In the planning scheme and policy, as well as assessment of structure plans and proposed Scheme amendments, promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network especially in all new developments.*2. Housing*

Support the population growth necessary to revitalise the City Centre. This includes increasing urban sustainability and optimise use of public infrastructure (including public transport) without losing Fremantle's iconic character, heritage values and urban canopy, or making investment and renewal unviable.

Additionally accommodate diverse housing (including adaptable, accessible and affordable) to accommodate different community needs and incomes, in a market-driven economy.

Overall the City endeavours to meet or exceed infill targets.

Actions:

- Maintain mix of densities throughout City accommodating differing housing typologies & support and incentivize housing diversity, particularly for adaptable, accessible and affordable housing.

Continue to support and investigate opportunities or bonuses to incentivize housing diversity, particularly for adaptable, accessible and / or affordable housing on redevelopment sites through policy, structure plan or scheme provisions that respond to identified need for more adaptable, accessible and affordable housing to accommodate community profile, aging in place and create market incentive to provision.*[Potential LPP or Scheme Amendment]*

- Investigate local opportunities for 'smart' low impact infill in established neighbourhoods through:
  - Review of Freo Alternative
  - Response to R-Codes Volume 1 (Medium Density)
  - Potential provision to support redevelopment of significantly) non-conforming density sites to maintain housing diversity
  - Future precinct planning [Potential Scheme Amendment]
- Continue to accommodate population growth and dwelling targets within: High-density inner-city development, Development Areas, activity centres, mixed use corridors and nodes, and through some local area based infill in specific locations.
- Review and update structure plans to align with contemporary standards. Include specified minimum yield outcomes where appropriate.

- Monitor development rates and periodically review feasibility constraints and impediments to uptake.

3. Built form and character

Continue to protect Fremantle's indigenous and built heritage as a significant asset and an integral part of Fremantle's sense of place. Support adaptive reuse and the ongoing utility, interpretation and value of heritage buildings.

Continue to encourage high design quality in significant new buildings and promote high quality public spaces and street interface.

Actions:

- Maintain consideration, acknowledgment and regard to aboriginal heritage sites.
- Maintain and review Heritage List, Heritage Areas, Local Heritage Survey and associated policies.
- Maintain Conservation Plans for City-managed buildings.
- Maintain and review streetscape policy requirements which recognises historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.
- Maintain focus on design quality and review through continued reference to Design Principles and provision for a Design Review Panel. Review design principles and terminology to align with SPP 7.0. [Potential Scheme Amendment]
- Develop Public Realm Plan.
- Develop Masterplans for key open space areas.
- Maintain and potentially enhance Environmentally Sustainable Design requirements for new development to support a more to low carbon living, more affordable living and more efficient use of limited resources, to support both the City's Environmental Responsibility objectives, and the increasing focus on this issue emerging at the state level through the Climate Change Strategy.

4. Public Open Space and Community Facilities

Continue to service a growing population within a constrained environment with limited open space, aging community facilities and a small rates base.

Make equitable and effective provision for funding of community facility upgrades required to support new development.

Actions:

- Maintain existing open space reserves.
- Promote inclusion of additional open space in significant Development Areas (where this provides for functional open space and / or maintains accessibility).
- Request cash in lieu of open space where not provided on site.
- Reconsider opportunities for development contributions towards infrastructure renewal to accommodate increasing population and need taking into account impact on development feasibility and flow on implications for other objectives
- Pursue implementation of the Heart of Beaconsfield Masterplan

5. Planning framework

Ensure consistency and continued improvement to the planning framework.

Action:

- Progressively and continuously review, update and repeal (if applicable) all local planning policies.
- Zone un-zoned sites.
- Request MRS Improvements.
- Further collaboration with WAPC on strategic sites.
- Maintain and periodically review incentives for energy and water efficiency in local planning framework.
- Continue pursuit of the Walyalup Reconciliation Action Plan including recognising the traditional owners of the land in planning documents and otherwise.
- Update Local Planning Scheme to further align with Planning regulations, statewide model scheme text and SPP.

4.3 *Economy and Employment*

"a raffish harbour town with sea-salty soul to burn… Fremantle thrums with live-music rooms, hipster bars, boutique hotels, left-field bookshops, craft-beer breweries, Indian Ocean seafood shacks, buskers, beaches and students on the run from the books. Fremantle dragged itself out of the economic doldrums in 1987, scrubbing itself up to host the America's Cup yachting race. Once the yachties left town the city faced the question of 'what now?'

A process of reinvention began, with investment in the arts, the establishment of Notre Dame University and the consolidation of the city's waterfront at the fore. In 2016, Freo is bearing the fruits of this process, with thriving urban culture and a string of awesome arts events celebrating the city's essence."

(Lonely Planet 'Best in Travel 2016')

Fremantle maintains an economic personality as a historic port city, a vibrant, liberal-minded cosmopolitan destination and a regenerating strategic metropolitan centre unique in Western Australia. Notwithstanding the rise of the suburban shopping centre, Fremantle remains Perth's 'second city' and a true strategic centre. Greater Fremantle is an employment hub of modern alongside heritage buildings offering office, retail, manufacturing and living spaces. Fremantle has efficient and convenient public transport links, a university and TAFE at its core, and port, industrial, health care and creative industries. The City attracts both national and overseas visitors with diverse and well attended events, a good leisure offering and a growing international reputation.

Fremantle's key attractors include:

- A dynamic and exciting city centre, offering a wide range of goods, services and entertainment options with a thriving day and night-time activity
- A diverse economy, incorporating manufacturing, industry, marine/blue economy, commerce, health, education, retail, and hospitality.
- Well-established heritage, character and attractive streetscapes.
- A strong arts, culture and events scene.
- Proximity to other destinations including the Perth CBD, and Western Trade Coast, and a (theoretically) wide service and employment catchment.
- High accessibility and availability of public transport (particularly to the north)
- High levels of amenity and 'liveability' making it an attractive place to locate, especially for aligned knowledge-based business.
- A growing international (as well as national and local) reputation as a tourist and lifestyle destination

Fremantle's economy includes:

Figure 17: Key statistics for City of Fremantle (source: ID, 2022)

Further details are provided in Attachment 5 and 6 (ID Economy report 20/21)

4.3.1 Activity Centres

Pracsys' undertook a Retail Needs Assessment (RNA) in 2023. Principles of economic activation were applied with consideration to gaps and future growth to identify opportunities for retail growth.

The City's retail centre floor space was compared to existing retail floor space in the surrounding trade area, being the surrounding 25-30kms or 600 centres. Of this area, Fremantle contributes 6% of the total retail floorspace supply. The floorspaces in the City's centres are provided below. The City of Fremantle shop / retail floorspace (99,942) is comparable to Morley Galleria which has 98,659m2 of retail floorspace.

Table 21: City of Fremantle Retail Supply (Source: Pracsys, 2023)

CoF Centres	Shop / Retail Floorspace (m^2)	Other Retail Floorspace (m^2)
City centre	99,942	6,693
South Fremantle	13,720	610
South Terrace	6,895	5,654
Harvest Road	6,205	610
North Fremantle	1,630	400
Wray Ave	2,773	408
White Gum Valley	1,482	0
Hilton Park	4,292	0
Winterfold	2,335	0
O'Connor	11,401	31,603
Subtotal	**139,274**	**45,978**

Overall, there are an estimated 5,426 retail jobs in shop / retail positions (1,755 fulltime; 3,670 part time) in the City of Fremantle. Seventy four percent of these jobs are in the city centre with other significant employing centres being South Fremantle 9%), South Terrace (5%) and Hilton Park (5%).

<u>Fremantle City Centre</u>

Fremantle City Centre is a longstanding Strategic Metropolitan Centre, servicing a regional catchment with a range of health, education and other public and private services, entertainment,

retail, and tourist attractions. As peripheral centres have expanded and personal mobility has increased, competition for Fremantle's service catchment has increased also. Other factors such as the downturn of the main street, the predominance of internet shopping over bricks and mortar retail, and in recent time, COVID-19 and a potentially reduced need for office space, the City's centre, like many other main centres the world over, has seen a decline with an increase in vacancy rates. To counteract this, the City has adopted a strategy of boosting the local population in the week day (office worker) and weekend and night-time (visitor and residential populations) to sustain Fremantle's traditional town centre, as well as its still strong entertainment functions.

Pracsys' RNA 2023 compares the Fremantle city centre against other centres on performance to highlight the gaps. Scores are out of five – one being under performing and five being outperforming. Refer to table 22.

Table 22: Comparison of Perth retail centres

Criteria	Fremantle	Joondalup	Cannington (Carousel)	Midland
Food and beverage	5	4	4	3
Tourism Offering	5	3	3	3
Convenience Retail	2	5	4	5
Comparison retail	4	5	5	4
Office Provision	4	4	3	3
Nighttime economy	4	3	3	2

The City outperforms other strategic centres through its food and beverage, tourism offering and nighttime economy uses. Areas the City underperforms, comparatively to other centres are in the convenience (supermarket) and Comparison (e.g. clothing and department stores) Retail. Refer to table 23 which shows the retail gaps

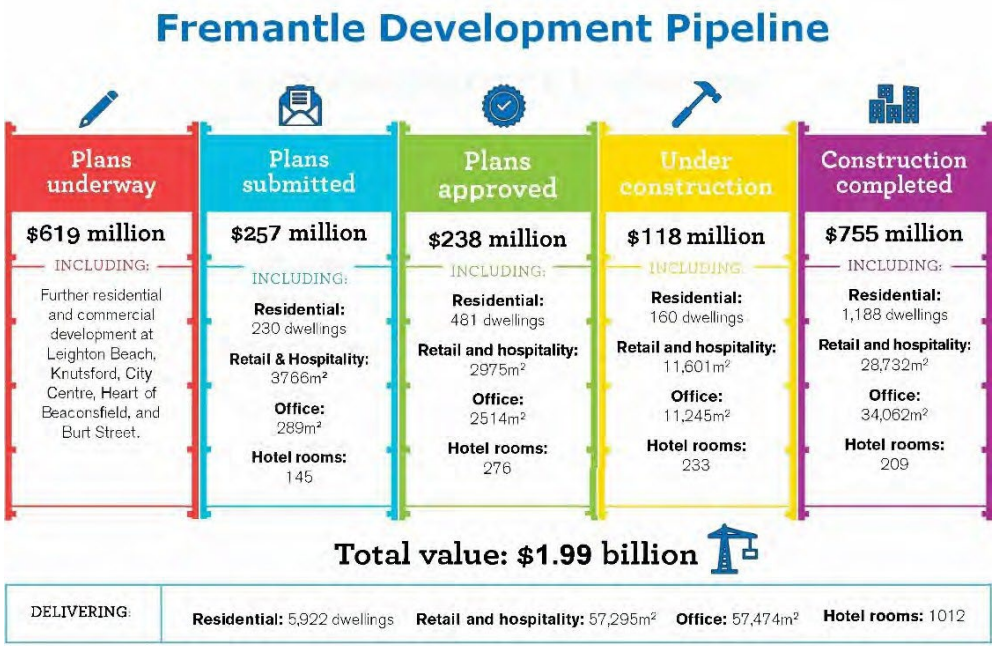
Table 23: Retail floorspace gap comparison of centres

Floorspace use	Fremantle	Joondalup	Cannington (Carousel)	Midland
Supermarket	IGA Coles (Approved)	Coles Woolworths Aldi Spudshed	Coles Woolworths Aldi NP Supermarket	Coles 2 x Woolworths Aldi
Department Store	-	Myer	Myer David Jones	-
Discount Department Store	Target	Target Kmart Big W	Target Kmart	Target Kmart Big W

As a conservative target with 50% scaling, the RNA identifies a gap in the retail floor space in the city centre of 2,500m^2 for Supermarket, equating to at least one more supermarket and 12,000m^2 of department stores or mini majors (approximately six mini majors or a smaller combination with a department store(s)).

Since 2016, development coming through the pipeline, predominantly in the city centre, is extensive: up to $1.87 billion of which $755 million has been completed. Recent completed development includes: 1,188 new apartments, 28,732sqm of retail and hospitality floorspace, 34,062sqm of office space and 1,090 additional hotel rooms, refer to Figure 18.

Figure 18: City of Fremantle's development pipeline



Updated September 2022. The Development Pipeline presents information that has been accrued since January 2016 and accounts for large scale (i.e. $1 million+) development.

The recent completion of FOMO and the civic centre at Walyalup Koort has attracted 1800+ new office employees, plus retail and hospitality workers. The combined development has created 6,350sqm of retail and Restaurant/café/bar floor space and 23,675 sqm of office space. This has significantly boosted the local economy, and partially offset broader macroeconomic trends such as the impact of on-line shopping on traditional centres.

Revitalisation of the City Centre and continued attraction of quality investment, employment and residential development remain ongoing priorities to support the evolution of Fremantle. This may be achieved through precinct planning or investigating specific sites for development opportunity, like the Paddy Troy Mall site. Place-making design interventions, including those identified to better connect the City Centre with its waterfront would also be valuable to these processes.

Maintenance and enhancement of the City's points of difference (including its heritage, waterfronts (river and sea), vitality, and range of small and independent operators) will be important into the future, both in terms of its character, and its competitiveness. Some review of structure and consolidation opportunities could assist in reimagining the City Centre for the post-Covid world. It could also assist in determining the best strategy for managing potential noise conflicts associated with the collocation of entertainment and residential land uses.

Parking, where and how it is provided will be an ongoing consideration in the centre. Parking will need to be managed to optimise accessibility, land use efficiency, place character and function. With this the City will have to ensure parking standards are reasonable, effective and consistent with objectives for functional and amenable places.

<u>District centre</u>

The North Fremantle centre is identified as District Centre under State Planning Policy 4.2. The North Fremantle centre operates more as a neighbourhood centre with restricted physical opportunity to grow, and a catchment limited by physical constraints (such as the beach, river and port) and proximity to Fremantle city centre. The RNA identifies a floor area / retail gap in North Fremantle of a supermarket use / site. There may be opportunities for additional development in the centre through land assembly or the deconstraint of larger lots on its periphery. Further clarification of its future

catchment (and the potential for additional residential on surplus port land) would be investigated through detailed planning work on the planning area identified as part of the Local Planning Strategy.

Neighbourhood, Local and other centres

Whilst the Fremantle City Centre acts as a regional service, employment and tourist destination, the residential parts of the City are serviced by a hierarchy of district, neighbourhood and local centres, many of them acting as focal points for genuinely walkable communities. Changes in retail pattern and appeal are having some effect on the operation of these smaller centres. Current planning policy supports located medium and higher densities (commensurate with centre scale) in centres to support the continued viability and operation of commercial activities, and housing diversity. Previous amendments to the planning scheme to increase the density coding within and immediately around nodes along the South Street corridor (a route proposed for rapid transit) and density bonuses available for all other centre zones reflect this. Growth and revitalisation of the City Centre with maintenance of the complementary smaller scale centre networks remain strategic priorities, maintaining both sustainable urban form, local character, economy and amenity. Review of future retail demand recognising both the changing retail context and population growth would assist in maintaining realistic expectations for centres, avoid catchment cannibalisation and ensure centre scale and growth potential is accommodated and expectations are managed.

In some locations, mixed use areas have evolved as a quasi-extension of local centres, such as along South Terrace where the differentiation between centre and mixed use is blurred. In other mixed use zone areas, uptake has either heavily slanted towards either residential or commercial development. Review of the purpose and function of each of the City's mixed-use areas could assist in resetting expectations and may, in some areas, justify a change to ground floor retail requirements or rezoning.

As the development areas in Knutsford and McCabe Street progress with development there may be an opportunity for new local centre / local store development. Maintaining the ability to review these opportunities in light of the established centre network is considered a sensible approach in the future. The South Fremantle shopping centre precinct is also earmarked (with owners' consent) for precinct planning to better utilise and grow a mix of uses in this area.

Ancillary to centres, Residential-zoned areas can function as an incubator for burgeoning small business and cottage industry. Starting a new business from home has increasingly become popular as an option to keep start-up costs low. Additional to this trend, working from home has become normalised following the need for isolation during and after state and individual COVID-19 lockdowns. The City's planning scheme includes standard provisions for home office and businesses.

4.3.2 Employment

Fremantle is an employment hub that pulls workers in from neighbouring districts. The City's established centres hierarchy and industrial land areas supplement the port, harbour and commercial areas, and provide a diverse range of employment opportunities. Overall, the City of Fremantle area offers more jobs than its total number of employed workers with 1.71 jobs for every employed resident within Fremantle (ABS 2021).

Fremantle's employment profile (shown below 19) demonstrates the spread of employment in the City. Jobs held by the local workers in the City of Fremantle in 2021 shows the three most popular industry sectors were:

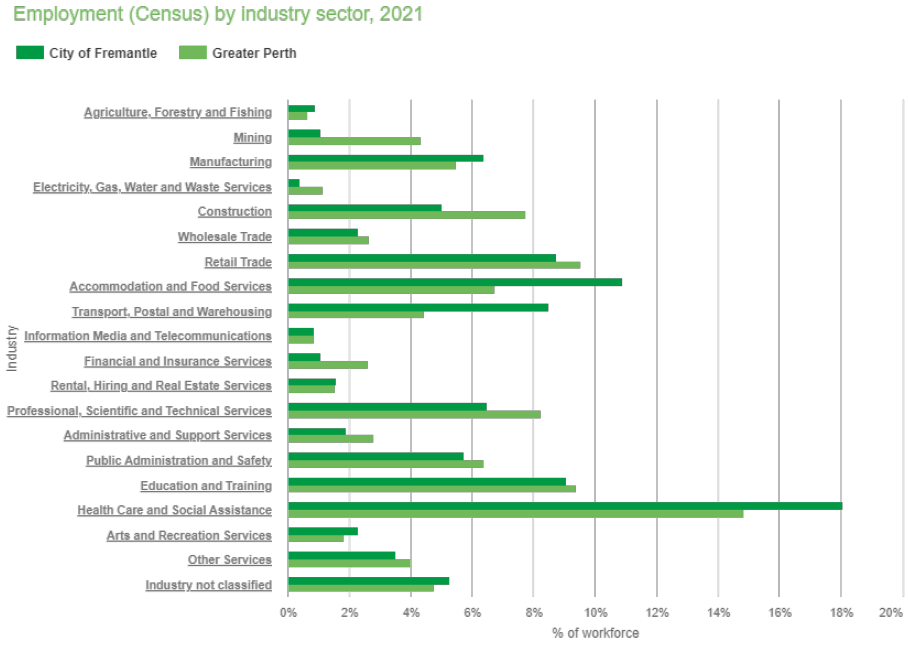
- Health Care and Social Assistance (4,981 people or 18.1%)
- Accommodation and Food Services (3,005 people or 10.9%)
- Education and Training (2,496 people or 9.1%) associated with University of Notre Dame, TAFE and schools.

In combination these three fields accounted for 10,482 people in total or 38.0% of the local workers.

The major differences between the jobs held by local workers of the City of Fremantle and Greater Perth were:

- A larger percentage of local workers employed in the field of Accommodation and Food Services (10.9% compared to 6.7%), associated with tourism, recreation and lifestyle businesses
- A larger percentage of local workers employed in the field of Transport, Postal and Warehousing (8.5% compared to 4.5%), associated with the port, and O'Connor industrial area.
- A smaller percentage of local workers employed in the field of Education and Training (9.1% compared to 9.4%) associated with University of Notre Dame, TAFE and schools.
- A smaller percentage of local workers employed in the field of Mining (1.1% compared to 4.4%)
- A larger percentage of local workers employed in the field of Health Care and Social Assistance (18.1% compared to 14.8%), associated with the hospital and local, district and regional social services

Figure 19: City of Fremantle and Greater Perth employment by industry sector 2021 [Source: ID informed choices]



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 Compiled and presented in economy.id by .id (informed decisions). .id (informed decisions).

Notable changes in the jobs held by local workers in the City of Fremantle between 2016/17 and 2021/22 (shown above Figure 19) are the marked increase for those employed in:

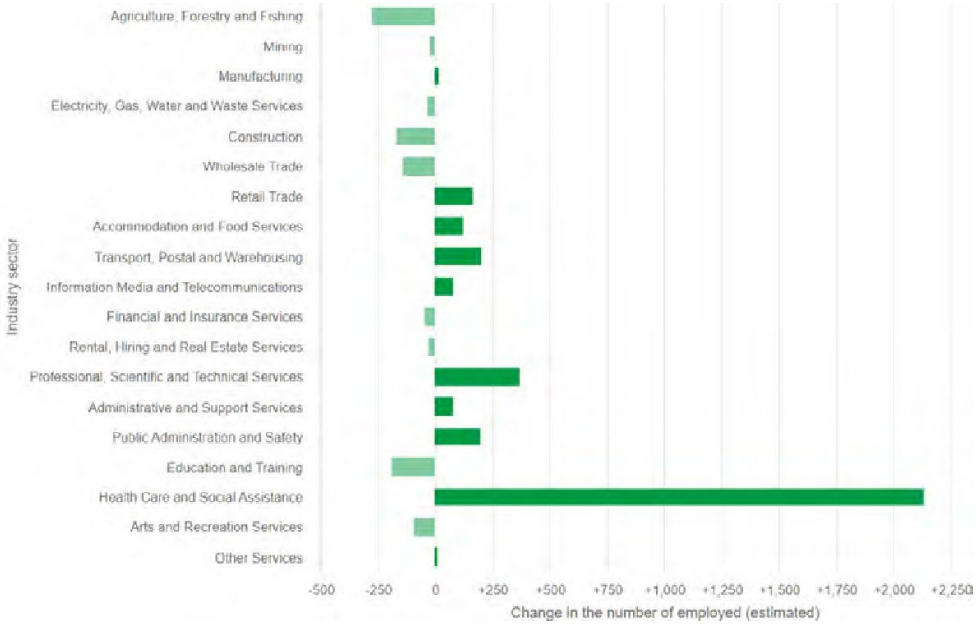
- Health Care and Social Assistance (+1,726 local workers)

- Accommodation and Food Services (+457 local workers)
- Professional, Scientific and Technical Services (+381 local workers)
- Transport, Postal and Warehousing (-188 local workers)

These changes reflect the following:

- Significant investment into Fremantle's rejuvenation following a focus on investment attraction and revitalisation strategies.
- Continued growth of accommodation, food and beverage businesses, as Fremantle continues to maintain its place as a lifestyle and entertainment destination.
- Significant increase in public administration, including the location of Department of Transport and Communities into central Fremantle (FOMO).
- Fremantle Hospital, after major health services were transferred to the newer Fiona Stanley Hospital at Murdoch (2014 / 2015), has diversified and grown into a specialist hospital providing:
  - aged care
  - mental health services
  - secondary rehabilitation
  - planned surgery
  - specialist medical services.
- Contraction of physical retail premises reflective of national and international trends towards online shopping.
- Reduction in transport, warehousing, and manufacturing as Fremantle continues to lose these jobs to industrial hubs developing in the outer metropolitan area.

Figure 20: City of Fremantle change in employment 2016/17 - 2021/22 [Source: ID informed choices]

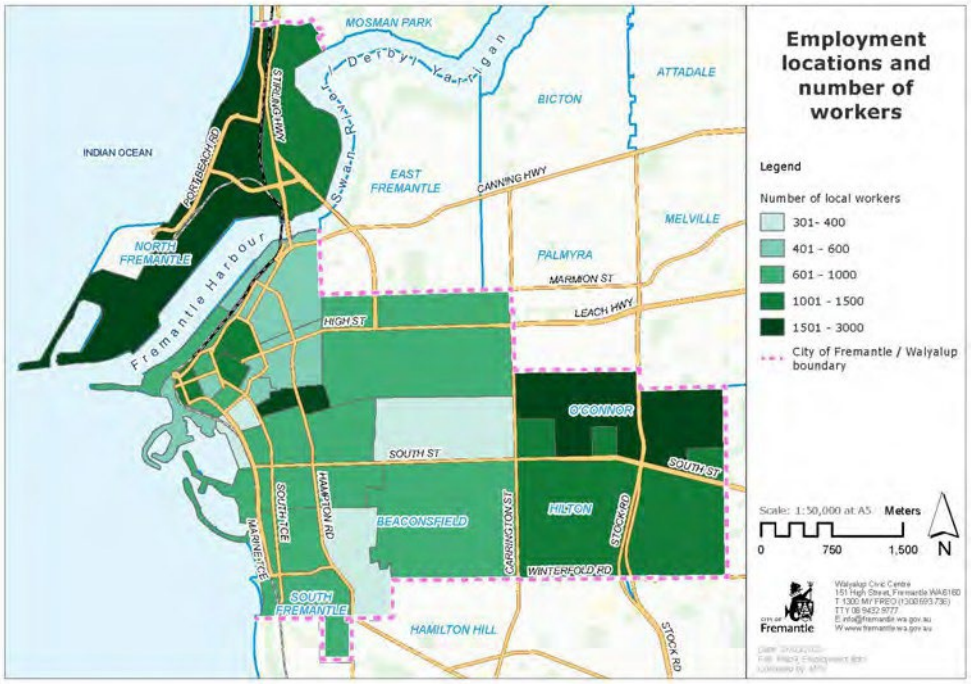


Due to the historic inherently mixed land use within Fremantle, many of the City's suburbs accommodate employment (see Figure 21 below). Specific Employment locations and industries are:

- O'Connor Industrial Area
- North Fremantle - primarily associated with the port
- Hilton and the South Street corridor – local and neighbourhood retail and services

- Fremantle City Centre – Regional retail, services and entertainment, Notre Dame University and TAFE, maritime services centred around the boat harbours.
- Adjacent to the City Centre - Health services including Fremantle Hospital
- South Fremantle - the South Terrace Mixed Use corridor, and South Fremantle mixed use industrial area.

Figure 21: City of Fremantle Employment locations and number of workers [Source: ID informed choices]



Fremantle Port is one of the state's most significant transport and logistics hubs. The inner harbour plays a critical function in facilitating trade in the state, handling most of the State's container trade. The Outer Harbour is one of Australia's largest bulk cargo ports. Additionally, the Port supports both land-based and maritime logistic industries that service the port. In the 2022-23 year the Fremantle ports' highlights across five key operational areas of safety, sustainability, efficiency & reliability, capacity and engagement were:

- Record container trade of 809,709 TEU (twenty-foot equivalent units)
- $100 million reinvested in our assets
- $67 million in operating profit
- Highest percentage of containers on rail for any Australian port at 20.1%
- 31.3 million tonnes of cargo handled
- 67,000 visitors to Fremantle on 33 cruise vessels

The Port is a large employment focus for Fremantle. Its operation is estimated to contribute up to 7,400 jobs (at least 373 directly employed, and over 6,000+ indirect jobs). The City is cognisant of the economic and employment (as well as social and physical) impacts of the proposed relocation of most port functions to Kwinana, whilst also recognising the opportunities the redevelopment of port lands presents. If relocation proceeds, Council supports the development of a clear strategy to holistically

address the impacts of this and guide the evolution of Fremantle into the next era.

The creative (including film) industries, maritime-based research commerce and industry (blue economy), sustainability and other knowledge-based industries all represent emerging strategic employment opportunity sectors as Fremantle's complementary role to more conventional industrial and business districts evolves. These industries are already established in the City and will likely see growth into the future, capitalising on its natural attributes, social characteristics and the attractions it offers. Maintenance of suitable zoning, access to infrastructure, and support for colocation and consolidation are important in optimising the potential for these uses.

All sectors benefit (and have potential to further leverage) from the high levels of amenity and connections to the employment catchments to the south and east, and excellent connections to Perth CBD.

The prospect of improved public transport and freight connections to the south and east remain key to improving the movement of goods and people through the south-west region, and interconnecting activity nodes and education centres, and supporting Fremantle's continued role as an (accessible) strategic metropolitan centre and employment centre, servicing a regional catchment. It is also important in providing access to jobs for the population, access to employees for business, and supporting the growth of complementary uses through the region. It therefore represents a strategic priority of Council.

Further detail on Fremantle's current employment profile is available in Attachment 5 and 6 (ID Employment report 2019/20)

4.3.3 Industry

Industrial development is accommodated within:

- North Fremantle Industrial Area (around the port). Note this land is the subject of a current Metropolitan Region Scheme amendment proposal to rezone this land to Urban Deferred (MRS Amendment 1400/41).
- Industrial uses around the harbours
- O'Connor Industrial Area

Various mixed uses areas (including the Strang Street area and Knutsford Precinct) which accommodate historic and light industry as well as newer mixed-use development.

The City Of Fremantle Council's position on MRS amendment 1400/41 is that the following require further consideration prior to any of the site being rezoned from industrial:

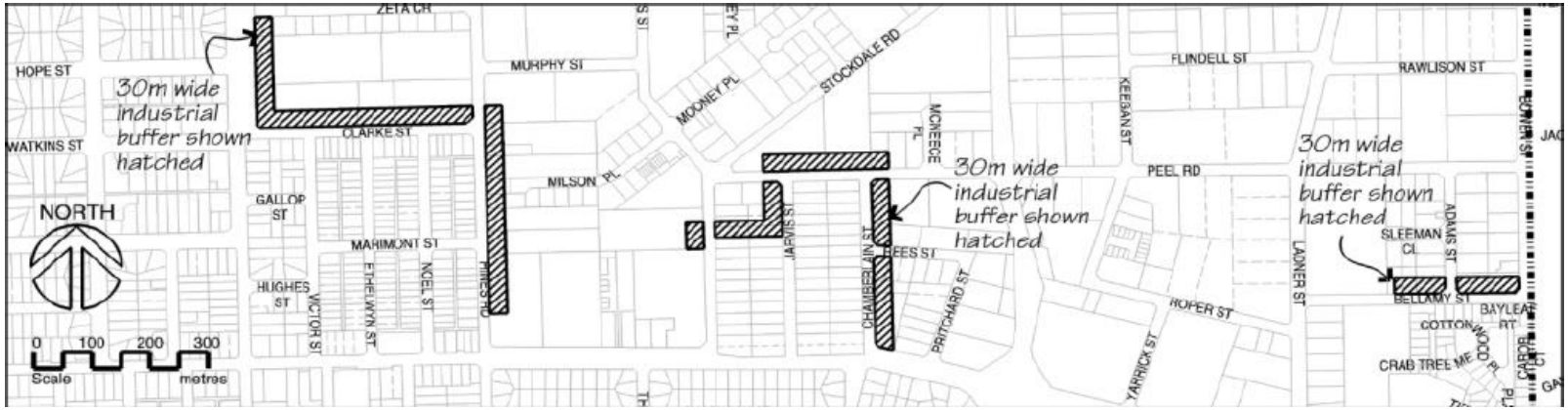
- Coastal Recreational needs
- Coastal erosion
- Transport
- Future Port Planning
- Port Buffer Zone

O'Connor is a major driver of economic input providing sites for businesses in Fremantle's contributors to economic input – manufacturing and transport, postal and warehousing. Its continued operation and protection from encroachment and land use conflicts is consequently economically important. Some rationalisation of the boundaries in conjunction with future planning for the South Street rapid transit corridor could be contemplated.

Buffer areas around both O'Connor and the port are defined by Special Control Areas within the scheme (Refer to Figure 22 and Figure 35). Policies associated with these buffers have been established to minimise risk and land use conflict with surrounding sensitive (particularly residential) areas. Any review would be in accordance with SPP 4.1 Industrial Interface.

Opportunities for further expansion of maritime based industry, research and commerce (blue economy) have been identified as a potential growth area for Fremantle, complementing the heavier industry conducted along the Western Trade Coast. Exploration of the 'blue economy' is being pursued in conjunction with the Department of Jobs, Tourism, Science and Industry, with retention of zoning, infrastructure and land for these uses around the water necessary to realise this opportunity. Strengthening of the transport connections between Fremantle, Cockburn, Kwinana and the Murdoch Activity Centre is desirable to support this.

Figure 22: City of Fremantle O'Connor Industrial buffers [Source: LPP3.8 Local Planning Area 8 – O'Connor



4.3.4 Tourism

Fremantle is Perth's second most visited tourism destination, and a significant contributor (as well as beneficiary) from this industry. Fremantle's 1.16 million day trippers annually (2018/19) have traditionally included a combination of international, interstate and intrastate visitors with 1.71 million international and domestic visitor nights. Combined with local visitation, attendance of Fremantle's most popular destination, the Fremantle Markets, exceeded 2 million in 2019. The impacts of COVID-19 have affected visitation with foot traffic in central Fremantle sitting at 80% of its historic average in 2021. Pre-COVID, visitation was split roughly three ways between international overnight visitors, domestic overnight visitors and day trippers.

In 2021/22, the total tourism sales in the City of Fremantle was $782.9m, the total value added was $460.7 million. Comparatively, in 2016/17 the total tourism sales in the City of Fremantle was $1,152.3, the total value added was 737.4, showing the City has some way to go to recover from the COVID-19 disruption to this sector.

. Cruise ships or 'cruising' had fast been become one of the most popular and growing sectors of the tourism industry worldwide: 130 cruise ships visited Western Australia in 2018-19 (most stopping at Fremantle), up 13% on the previous year. These stops generated an economic impact of $228.9 million for Western Australia's economy, supporting approximately 848 jobs. In 2022/23 year, as the industry recovers from COVID 19, 33 cruise vessels visited Fremantle, bringing 67,000 visits. Retention of the cruise terminal in Fremantle is expected, irrespective of the decision on location of other port uses. Continued enhancement of both this landing point, and other attractions and infrastructure to support growth in this sector is anticipated. Continued support for accommodation (already well provided for in the planning scheme and through a complementary local law), promotional activities and improvements to the connections between the City and waterfront are also expected.

Moving forward, maintenance of Fremantle's authentic character, heritage, waterfronts and creative city centre identity is important to its continued attractiveness to visitors.

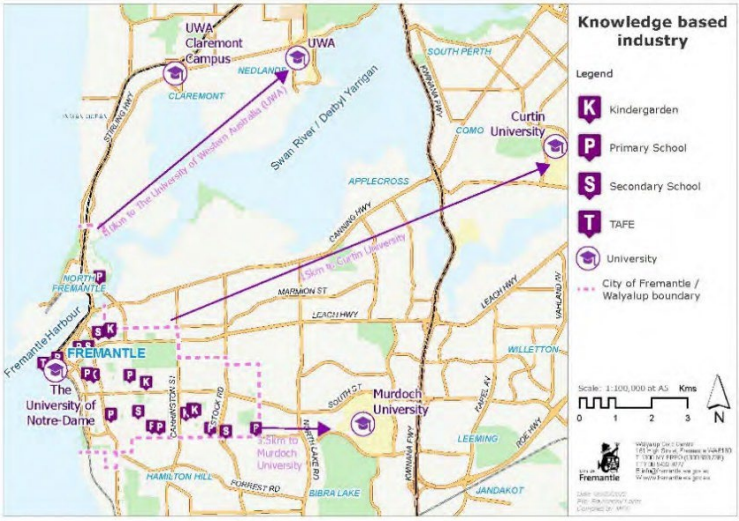
4.3.5 Knowledge based industry

The significant education and training institutions within Fremantle make a strong contribution to the Fremantle economy. These institutions include the University of Notre Dame (7,618 students; 439 FTEs in 2020), supporting the revitalisation of the West End, and Challenger TAFE on Victoria Quay (737 students in 2021). The University of Notre is reported to contribute $75 million to City of Fremantle wages and salary and $92.6m to combined gross product.

In 2021/22 the education and training sector in Fremantle employed 2,726 people and generated an output / total sales of $398.7 million.

Fremantle is also located close to other higher education facilities including, Murdoch University (less than 3.5km from the eastern border of the City) and Curtin University (15km from eastern border] and the University of Western Australia (10km from Northern border). Maintenance and indeed strengthening of the strategic connections between these knowledge centres is desirable both for their own operation, and to enhance Perth's attractiveness as a research and education destination.

Figure 23: Educational Facilities



The Department of Communities relocated to the City of Fremantle in March 2020, joining other Commonwealth and State Government departments and agencies in Fremantle including:

- Defence Housing Australia
- Australian Quarantine and Inspection Service
- Australian Maritime Safety Authority
- Department of Transport
- Department of Fisheries
- Police – Southwest Regional headquarters

The success of the existing government departments and agencies operating in Fremantle (currently the largest hub of state agencies outside the Perth CBD) is due, in part, to a qualified workforce close at hand, together with staff enjoying a high level of satisfaction from being located in an activity centre with broad appeal and quality public transport accessibility. An opportunity exists to attract more government and quasi-government organisations to the area.

4.3.6 Healthcare

Healthcare and social assistance is one of Fremantle's largest industry for employment with 3,496 jobs and $573m output (Remplan). The centre of the healthcare industry in Fremantle is the Fremantle Hospital. Up until 2014, Fremantle Hospital was one of the largest hospitals in Western Australia, with 450 beds, 3,100 employees and an operating budget of $400 million. However, following the opening of the Fiona Stanley Hospital in a neighbouring municipality, the hospital was reduced. Fremantle Hospital has diversified and grown into a specialist hospital providing: aged care, sexual and mental health services, planned surgery, secondary rehabilitation, and specialist services. The remaining infrastructure holds potential for additional specialised expansion.

Outside of the hospital, an ageing population in Fremantle has driven demand for ancillary services to exist in areas such as physiotherapy, dental, occupational therapy, ophthalmology and dermatology as well as natural medicine. Maintenance of sufficient centrally located commercially zoned land well connected to its catchment by public transport will support growth in this sector.

4.3.7 Economy and Employment Response

Fremantle is a regional economy; an employment hub with large attractors and employers that pull workers from neighbouring districts i.e. Fremantle Port, O'Connor Industrial area, Fremantle Hospital, government offices and knowledge based (Notre Dame University and TAFE), creative, tourism and ocean gateway industries. The Centre's primacy as a commercial and service destination has

been challenged by the growth in other centres, a depressed regional office market and global declines in bricks and mortar retailing. In recent years the City's focus has been on increasing the day and night-time population in the centre to combat these effects. With the relatively new office and retail/entertainment development of Walyalup Koort, the core of the centre is seeing a resurgence in the retail and entertainment economies. Other new developments have been completed, or are currently making their way through the development pipeline that will further add residential living and retail and office and retail space to the city, further enhancing the day and night time economies.

Fremantle is also a regional, national and international tourist destination with high amenity and an admirable location comparatively to other centres. Tourism has been impacted by COVID-19, however is expected to meet pre-COVID visitation numbers.

Accordingly, the local planning strategy facilitates trade, investment, innovation, employment and community betterment by providing suitably zoned and serviced land for commercial activities and services. This includes facilitating opportunities for local employment, tourism, healthcare and knowledge-based industry as well as avoiding land use conflicts by separating incompatible uses through zoning and the provisions of buffers (i.e. Fremantle Port and O'Connor buffers).

Planning Response:

In summary the City's response to economy and employment theme aspects include:

1. Activity Centres (retail, commercial and entertainment)

Enhance Fremantle City Centre's role as a Strategic Metropolitan Centre and Perth's second city with a resilient 7 day a week economy in a competitive environment with changing retail trends, a limited catchment, growth in surrounding centres and high urban mobility. Maintain opportunity for new investment, business and residential populations in high quality new development in suitable locations.

Actions:

- Maintain land use flexibility in City Centre and protection of heritage elements and character
- Review of zoning/development standards around the Paddy Troy Mall [Potential Scheme Amendment]
- Review potential for noise conflicts and management strategies for entertainment noise, including the option of an entertainment noise precinct [Potential Scheme Amendment]
- Continue to advocate for place-making design interventions, including those identified to better connect the City Centre with its waterfront
- Review retail modelling and update centre strategy to reflect population growth and changing retail environment.
- Maintain land use flexible within centres, with ground floor of the core dedicated to commercial uses but opportunity for density residential on upper floors, to the periphery and off the main streets
- Avoid out of centre commercial development
- Review role and function of Mixed Use areas, including the requirement for commercial ground floor space in peripheral areas
- Develop Parking Plan and review parking requirements. [Potential Scheme Amendment]
- Develop Precinct Plans for Fremantle City Centre, North Fremantle Town Centre and South

Fremantle Centre (where owners supportive).

- Review feasibility impediments to higher density residential development including Building Code restrictions to adaptive reuse.
- Continue to support Design Review input into significant developments. [Potential Scheme Amendment].

2. Port

Determine the impacts of the planned relocation of the port and the opportunities as well as costs this presents for the long term future of Fremantle.

Actions:

- Continue to advocate for retention of key port functions and recognition of the economic significance of the port to Fremantle
- Future of Fremantle: Participate in investigation of alternative strategies for Fremantle's future in the event of relocation of the port, which consider the social, environmental and economic impacts of these
- Participate in review of the Fremantle Harbours as a key part of the City Centre

3. Employment

Promote economic diversity incorporating traditional city centre functions, maritime uses and industry, tourism, food and beverage, as well as the knowledge-based southern trade coast service centre with a tourism focus and an incubator for creative industries and the blue economy.

Actions:

- Maintain zoning capacity for commercial, tourism, retail and industry uses in appropriate located centres.
- Continue to protect the special heritage attributes of the City.
- Review noise management within the City Centre and other creative industry nodes with a view to determining a clear standard and statutory mechanisms (potentially involving further updates to the Noise Regulations) to manage conflict with residential uses in these areas. [Potential Scheme Amendment]
- Continue to advocate for improved public transport connections to and between employment centres

4. Industry

Maintain appropriately serviced land for industrial uses and strengthen connections with South-Western Trade Coast.

Actions:

- Maintain appropriately zoned and serviced land for industrial uses and avoid introduction of retail and showrooms
- Maintain industrial area buffers. Review and update as appropriate. [Potential Scheme Amendment]

5. Tourism

Build on the existing reputation of the City as a destination by further enhancing its unique attractions to local, regional, national and international visitors.

Actions:

- Maintain land use flexibility and enhance character and operation of City Centre through zoning, development standards and activity centre plan.
- Continue to advocate for place-making design interventions, including those identified to better connect the City Centre with its waterfront.

4.4 *Environment*

This strategy seeks to ensure that the state's natural assets are conserved through sustainable development.

4.4.1 Climate Emergency

In May 2019, Fremantle Council declared that the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's built-heritage, vegetation, infrastructure and lifestyle. The City's Climate Change Adaption Plan outlines its response to managing these impacts. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

The City has signed WALGAs Local Government Climate Change Declaration. The Declaration stands as a voluntary opportunity for Councils to demonstrate their political commitment to locally appropriate climate change management, and to participate in a sector wide leadership approach.

4.4.2 Natural Areas

The City recognises that natural areas play a vital role in green infrastructure, and that protection and management of bushland is needed to achieve wider biodiversity and sustainability outcomes.

The established nature of Fremantle means that there are limited opportunities for major additional greenspaces and natural areas. Accordingly, the majority of remaining 40ha of natural areas (21% of the City's Public Open Space) within the City are protected within open space reserves and maintained accordingly. These include:

- Cantonment Hill (Bush Forever)
- Sir Frederick Samson Park (Bush Forever)
- Coastal and Swan River foreshore (Regional Reserves)
- Clontarf Hill
- Booyembara Park (remediated Local Reserve)

Figure 24: City of Fremantle Green links [Source: Greening Fremantle: Strategy 2020]

Whilst the majority of Clontarf Hill is a Local Reserve, a portion is zoned for future development. Review and rationalisation of the boundaries of the reserve is recommended to ensure that areas of environmental value and the portion of aboriginal heritage significance are protected.

Some Development Areas (including the Lefroy Road Quarry area, the Swanbourne Street area and the Hollis Park area) have been subject to revegetation, both natural and contrived. Recognition of the primary planned purpose of these areas through the maintenance of the Development zone is recommended,

Ongoing management of natural areas (including management of the bushfire risk they can pose) will continue to occur as a matter of course. The City will continue to implement and promote Landscape Masterplans and any other park and foreshore plans as needed.

The City has an established register for significant trees and vegetation on private land. Trees listed on the City's significant tree register are recognised for their contribution to the local environment, and are protected under the City's Local Planning Scheme. Maintenance of the register, including request for trees to be put onto the register, will be ongoing.

Additional to these matters in the local planning strategy the City is working on a POS strategy and also has the *Greening Fremantle: Strategy 2020* and associated Urban Forest plan. The purpose of these documents are to achieve additional greening of the city. These documents form part of the City's strategic document suite to which the Local Planning Strategy partners to achieve the City's goals and objectives.

4.4.3 Water Resources

The City's water supply comes from the Integrated Water Supply Scheme. The supply enjoys good separation to the groundwater table in most areas, however some of the low lying and reclaimed areas in central Fremantle experience a high-water table and some challenges in managing salinity and periodic flooding.

Drainage is currently managed via a combination of conventional pit and pipe infrastructure with introduction of more contemporary integrated urban water management design solutions in new developments. A review of drainage infrastructure is planned in the near future. Whilst not identified as a specific concern, opportunities to improve the quality of outflow will form part of the review.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures, with the City's strategy outlined in its Water Efficiency and Conservation Plan. Continued promotion and implementation of best practice urban water management in new developments and infrastructure upgrades will be ongoing to overall reduce water use and improve water cycle management.

Integrated water management is applied in planning and development decision-making. Managing run off and water quality along the river (and ocean) foreshores, and planning to accommodate modelled flood risk remain ongoing considerations.

4.4.4 Coastal Protection

The City, in partnership with adjoining local authorities and the state government, prepared Coastal Hazard Risk Management and Adaptation Plans (CHRMAPs) for both the southern beaches (harbour mouth to South Beach and beyond) and Port and Leighton beaches, refer to Figure 25 and Figure 26. These plans identified increasing erosion and inundation risk mostly associated with the impacts of modelled sea level rise

Figure 25: City of Fremantle CHRMAP North

Figure 26: City of Fremantle CHRMAP South

The area of most immediate and significant risk is Port Beach. The Future of Fremantle Place and Economic Vision advocates for a sustainable long-term 'protect' solution that maintains the usability of the beach and reflects its important role. Council will work with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for this area. Interim sand replenishment works are being undertaken to provide sufficient time to accommodate the re-planning in this area.

Port and Leighton beaches are heavily used and although Leighton is identified as a District-level coastal node in the hierarchy of coastal nodes contained in the WAPC State Coastal Planning Policy Guidelines (November 2020) which supplement SPP 2.6, it arguably serves more of a regional catchment function. There is a demonstrated need for improved facilities at Port Beach to take the pressure off Leighton Beach and accommodate overall growth in demand for beach use as the population increases. With coastal hazard impacts already evident in this area any reserve planning may well need to provide for additional land for dune systems to establish further back, and land behind those dunes for new recreational facilities safe from erosion and/or inundation over the 100-year planning horizon (refer to Figure 26), i.e. public car parks, cafés, change rooms/toilets, BBQs/shade structures and the like. Due to these factors there may be a need in this area for foreshore reserve depth over and above what a 'normal' SPP2.6 assessment might indicate. This work, however, has not currently been completed and will inform the appropriate response.

Other areas modelled to be at longer-term risk of coastal process impacts include:

- Leighton Beach (to the roadway)
- Fremantle's West End
- Fremantle boat harbours
- South Beach.

Whilst protection works are recommended through the port and harbour area, introduction of a Special Control Area to identify the risk for new development may be appropriate. This may prompt application of increased floor levels for new development which could challenge heritage attributes and access requirements from existing infrastructure, requiring a considered response. Other flood mitigation for low-lying areas may also be required.

Further engagement with the state government regarding the advancement of planning for protection works is recommended.

Because of the longer timeframe for most of this risk, the need for an agreed approach with state agencies (notably Department of Transport and Fremantle Ports) and the complexity and sensitivity of the issue, coastal planning provision is recommended to be addressed through a discrete project in order that it can be properly coordinated and communicated.

4.4.5 Basic Raw Materials

Whilst historically many parts of the City were quarried for limestone, the City no longer contains areas of basic raw materials planned for extraction. The high cost of fill is, however, impacting the feasibility of development of sites such as the Lefroy Road Quarry, emphasising the ongoing importance of this issue more broadly.

Opportunities may exist for local renewable energy harvesting within the City. The Hollis Park Development Area (former landfill site), for example, previously had planning approval for a solar farm. This use was considered an appropriate, and productive, interim use given the site's contamination issues and remediation required prior to

redevelopment and/or alternative uses on the site.

DRAFT

4.4.6 Contamination

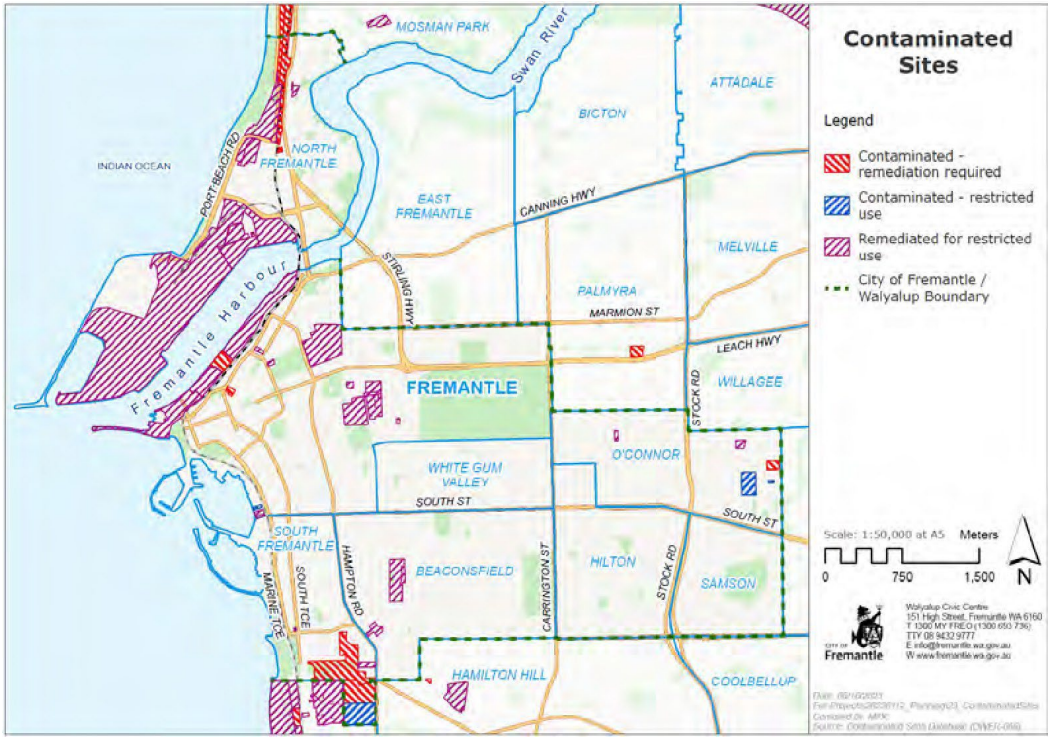
A number of sites within the City have previously been used for potentially contaminating purposes such as former fuel storage, quarry and landfill. Detailed assessment and management and/or remediation that is consistent with legislation will be a prerequisite of redevelopment of these sites.

Specifically, contamination has been assessed to represent a long-term constraint to development within the Hollis Park Development Area (former landfill). Contamination on other sites such as Lefroy Road Quarry and the Knutsford and Swanbourne Street development areas represent a feasibility constraint/factor but not an insuperable one.

The city will continue to apply state legislation & liaise with referral agencies on potentially contaminated sites to ensure contaminated areas are managed in a safe manner.

Further, officers will be looking into options for potentially suitable alternative uses for the contaminated South Fremantle landfill site.

Figure 27: Contaminated sites in the City of Fremantle



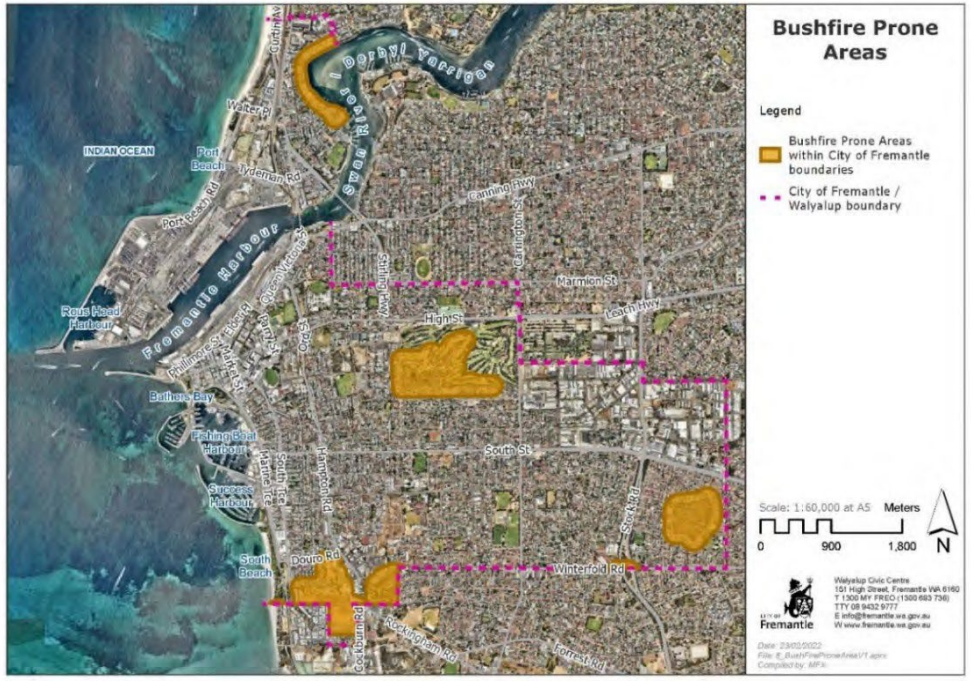
4.4.7 Bushfire Planning

In many parts of Western Australia, bushfire threat is increasing due to hotter, drier weather conditions associated with long-term climatic changes and development expansion where urban, rural and natural areas interface. Even within the metropolitan area there is a risk of bushfire, due to the proximity of development to vegetation remnants and bush reserves.

The City contains several areas that have been designated as 'bushfire prone' by the Fire and Emergency Services Commissioner. These are [refer to Figure 28]:

- North Fremantle river foreshore
- Booyeembara Park and Fremantle Public Golf Course, White Gum Valley
- Sir Frederick Samson Memorial Park, Samson
- A small portion of Stock Road, Hilton
- Clontarf Hill, Beaconsfield
- The former Hollis Park landfill site, South Fremantle.

Figure 28: City of Fremantle Bushfire Prone Areas
(Source: State of Western Australia SLIP)



In 2019, the City engaged accredited Bushfire Planning and Design Practitioner Strategen Environmental Consultants to prepare a Bushfire Hazard Level Assessment for the local government area, to better inform the management of hazards at a strategic level.

The assessment identified only Clontarf Hill as presenting a conflict between zoning (which accommodates duplex development) and bushfire risk. Fortunately, the conflict is largely manageable. It does, however, present a potential constraint to subdivision for a couple of private properties. No changes to the scheme are consequently recommended as a result of this consideration.

Instead, the City implements SPP 3.7 and the associated regulations when assessing new proposals and continues to manage bushfire prone reserves in accordance with approved management plans and practices.

4.4.8 Environment Response

Fremantle has prioritised environmental responsibility for many years, demonstrating considerable leadership in the arena of climate change by declaring the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's built-heritage, vegetation, infrastructure and lifestyle. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures, and ongoing management of natural areas (including management of the bushfire risk they can pose). Management of these matters will continue to occur as a matter of course.

Continued promotion and implementation of best practice in natural area and urban water management in established and new developments, as well as infrastructure upgrades will be ongoing to overall reduce water use and improve water cycle and urban forest management outcomes.

The need for articulated coastal planning and the impacts of sea level rise is starting to become apparent. The Future of Fremantle Place and Economic Vision calls for a sustainable long-term 'protect' solution to coastal erosion at Port Beach that retains the usability of the beach and supports its role and function as a regionally important destination. Fremantle Council is working with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for the Port Beach area. Accommodation for district level beach infrastructure at Leighton-Port beach will be necessary in this process to ensure the on-going retention of this key amenity. A Special Control Area to identify the risk for new development may be appropriate.

Overall, the local planning strategy seeks to conserve natural assets through continued sustainable development, protecting and conserving natural resources and areas of value, whilst accommodating consolidation in areas where low carbon living can best be realised.

Planning Response

In summary the City's response to environmental theme aspects include:

1. Climate emergency

Continue to acknowledge the climate emergency and promote sustainable low or no-carbon urban form. Advance responses through both adaptation to the climate emergency impacts, and mitigation of the change.

Actions:

- Promote a walkable and transport-oriented urban structure.
- Maintain energy efficiency criteria for density bonuses.
- Continue to support initiatives which reduce carbon footprint of urban development.

2. Natural Areas & Vegetation

Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.

Actions:

- Maintain open space reservations and appropriate management of regional and local reserves including Bush Forever and significant natural areas sites.
- Review the reserve boundaries for Clontarf Hill Reserve.
- Maintain the Significant Tree and Vegetation Areas register and encourage appropriate landscaping and retention of trees in private land
- Advocate for inclusion of tree planting requirements in R-Codes
- Review landscaping requirements for private development to promote increased canopy

3. Water Resources

Protect water resources and promote best practice management.

Actions:

- Promote application of integrated urban water management solutions in new development and infrastructure upgrades
- Consider need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River, and define any necessary mitigation responses [*Potential Scheme Amendment]*

4. Coastal Protection

Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.

Actions:

- Continue to work with state agencies on management of coastal process risk, including the potential to accommodate appropriate options in planning activities occurring around Port Beach
  (Region Scheme Amendment & Structure Plan input).
- Consider need for Special Control Areas within the planning scheme to identify areas at long term risk of coastal impacts, and define any necessary mitigation responses [*Potential Scheme Amendment].*
- Promote implementation of Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan and any other foreshore plans as needed.

5. Contamination

Maintain responsible management of contaminated sites pending their remediation.

Actions:

- Continue to apply state legislation & liaise with referral agencies on potentially contaminated sites.
- Recognize long term constraint to development posed by contamination of Hollis Park & consider appropriate interim uses which don't restrict long term redevelopment potential.

6. Bushfire Prone Areas

Application of the SPP and management of bushfire prone areas in the City

Actions:

- Avoid further land-use intensification in bushfire prone areas unless adequately managed.
- Continue to apply SPP and manage bushfire prone areas under the City's control.

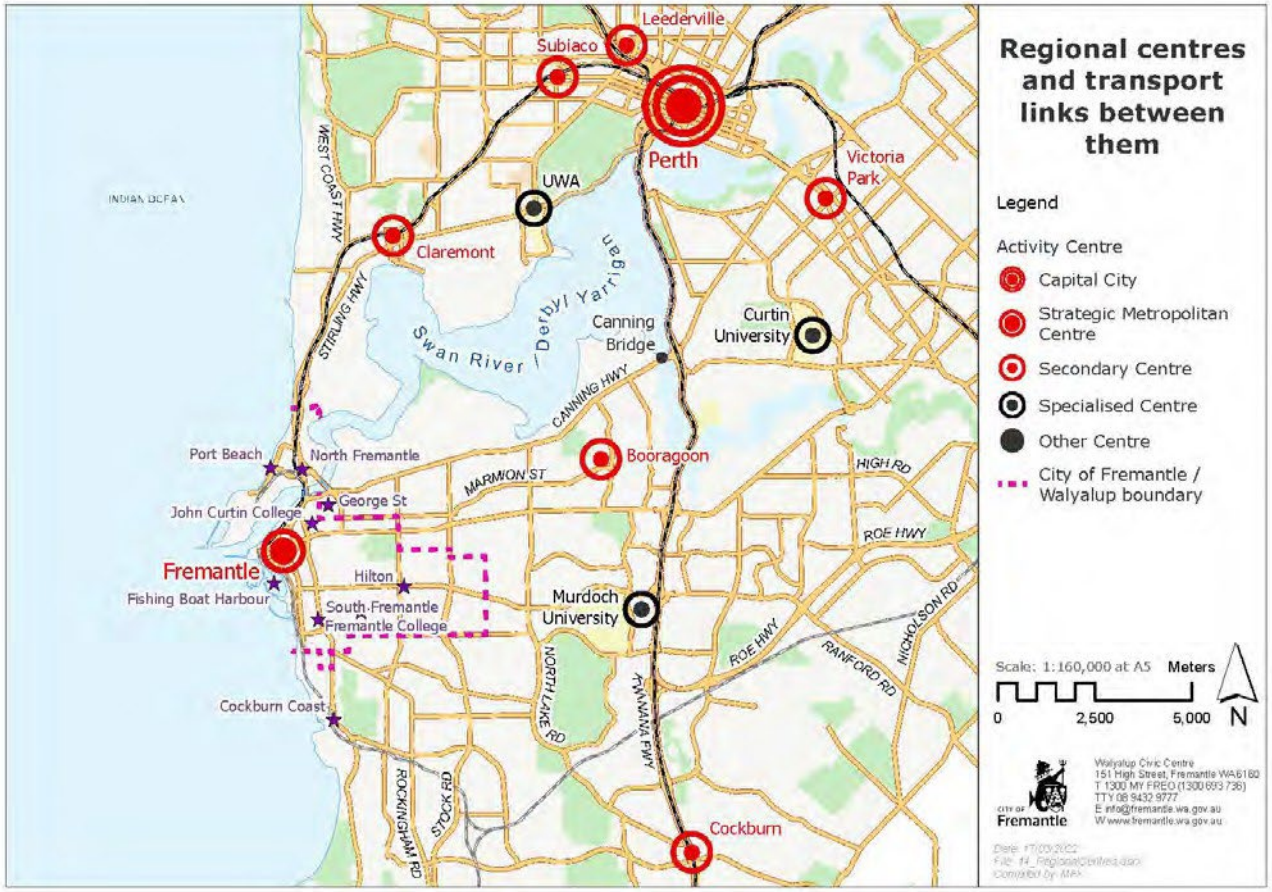
4.5 *Infrastructure*

As an established metropolitan municipality, Fremantle is well serviced by basic infrastructure including roads, marine infrastructure, telecommunications, power and water. As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy. Infrastructure upgrades are most effective when designed and managed with a holistic view of the environment and community they service.

4.5.1 Transport network (people and Freight movement)

Fremantle is served by an established regional and freight road and rail transport system. These provide vital connections between Fremantle and other activity centres, and to its broader catchment. The historic road network and urban structure, however, does create some challenges in meeting growing demand and contemporary (car- and flow-centric) standards, and requires a considered response. A benefit of the established layout is a highly walkable and easily cycled design, which is a focus of the City's Fremantle's Integrated Transport Strategy. This strategy promotes a balanced and holistic approach to the management of the transport modes and networks with walking and cycling prioritised over other modes (refer to Figure 29).

Figure 29: Regional Centres and transport links between them [Source: City of Fremantle Integrated Transport strategy]

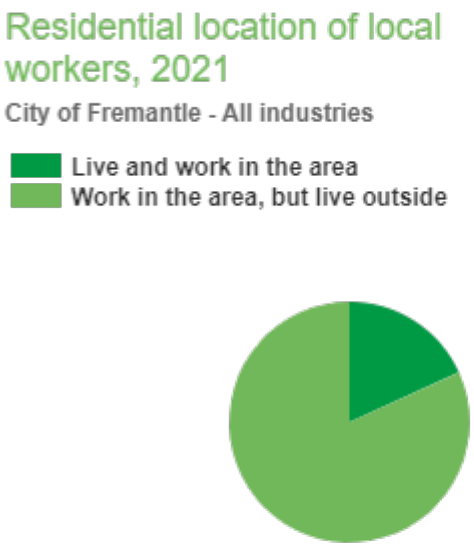


Some of the evolving transport needs that are increasingly becoming important to address as technologies emerge, and the population increases and ages, are:

- promoting sustainable short trip transport modes including cycling and walking
- providing for newer technology such as electric powered bikes and scooters
- adapting to an ageing population by catering for PMD's (Personal Mobility Devices) as well as updating older infrastructure to allow equitable access in line with the DDA
- providing intuitive wayfinding in design for non-personal vehicle traffic that is attractive to the end user (safety, priority and ease of access)
- retrofitting the existing road infrastructure within a heavily built up and confined area to cater for improved sustainable transport options such as public transport priority, cycling, walking and PMD's.

Of the 27,473 local workers in the City of Fremantle, 5,007 or 18.2% also live in the area.

Figure 30: Residential location of local workers



Source: Australian Bureau of Statistics, Census of Population and Housing 2021. Compiled and presented in economy.id by .id (informed decisions) Excludes residential locations with fewer than 10 people.

Journey to Work (workers) data shows where the City of Fremantle's local workers come from and how far they are travelling to access employment in the area.

The top four locations comprising of 56.6% of workers into the City come from the local government areas of Cockburn (19.4%), Fremantle (18.2%), Melville (14%) and Rockingham (5%). Accordingly, the majority of workers (59.6%) travel to work by car (as driver or passenger) and 9.6% by public transport. Walking accounts for 4%.

4.5.1.1 Public Transport

The Fremantle train station, in the heart of the City, provides public transport access by train to Perth via North Fremantle and the western suburbs such as Cottesloe, Claremont and Subiaco. Other metropolitan destinations can be accessed from Perth (Refer to Figure 29).

On the Fremantle line there are 1094 services and 7.47 (2018-19) and 6.173m (2019-20) million boardings per year. Total boardings on Transperth buses in the Fremantle area 8.607 (2018-19) 7.260 (2019-20) million boardings per year (PTA data).

Analysis by Planning and Transport Research Centre on behalf of the RAC in 2019, showed the Fremantle area (ABS Statistical Area, Level 2 (SA2)) as one of the most common origins and destinations to start and complete AM and PM Peak Public Transport journeys in Perth and Peel (Fremantle ranks fifth). These five highest ranking peak hour public transport use areas mostly comprise of areas with high-capacity and high-frequency services such as '900 Series' buses and railway services. They also contain universities, employment hubs and/or entertainment hubs, Fremantle containing all of these. These journeys may represent journeys to and from these areas, meaning Public Transport users are looking to transit either between these places or from home to these areas as a destination.

After train stations like Perth and Elizabeth Quay, Fremantle train station varies between the fourth and fifth most patronised train station in visitor visiting times i.e. across the late morning and lunchtime hours and then night dinnertime time hours and the last train home times.

Figure 31: Fremantle Rail line and ped sheds around train stations

The bus exchange adjoining the train station provides public transport to the north, east and south of Fremantle. Fremantle and its suburbs are also an important stop on the popular, two-way high frequency circle bus route that circles the inner metropolitan area.

Figure 32: Public transport links [Source: City of Fremantle Integrated Transport strategy]

Opportunities for further urban densification around the railway stations and in established nodes along the high frequency transport corridors is discussed under 4.2 Community, Urban growth and Settlement above, and are provided for in the planning scheme. Further planning around the upgrade of second tier public transport could identify further rapid transport opportunities:

- Along South Street, connecting Fremantle to Murdoch Activity Centre, and the Perth-Mandurah train line; and,
- Along a new north-south route connecting Fremantle to Cockburn Coast, Cockburn Central and to the south-west catchment as indicated on the Perth and Peel @ 3.5 Million Transport Plan.

These two corridors are recognised as priorities for a second-tier transit system by the group of local governments comprising the South West Group (consisting of the Cities of Fremantle, Cockburn, Melville, Kwinana and Rockingham and the Town of East Fremantle).

The two corridors were added to the Infrastructure Australia Priority List in 2021 (South Street) and 2022 (Fremantle to Cockburn). Inclusion on the Priority List means the proposals have been independently assessed by Infrastructure Australia and are considered projects of national significance.

Definition and delivery of these improvements remains subject to the establishment of a business case and funding. Nonetheless, the opportunity has been recorded on the Local Planning Strategy map for future planning.

4.5.1.2 Road Access

Canning and Leach Highway, South Street and Hampton Road are the main feeder roads for vehicular traffic into Fremantle from the east and south. These roads bring traffic from the Kwinana Freeway north/south feeder, and Stirling Highway brings vehicular traffic in from the north. Cockburn Road and Rockingham Road also feed into Hampton Road from the south. Stock Road, Leach Highway and High Street form an important freight link in and out of Fremantle Ports inner harbour. These routes are also used by Fremantle residents to access the wider metropolitan area.

MainRoads WA is currently undertaking the Swan River Crossings Project. The project will:

- replace the existing Fremantle Traffic Bridge
- construct a new dedicated passenger rail bridge increasing passenger and freight rail capacity
- provide modern and safe standard pedestrian and cycling infrastructure
  increase marine safety and navigational clearances for river users
- deliver the next stage of the Fremantle Principal Shared Path (PSP), which will connect North Fremantle Train Station to the Swan River.

The City welcomes the opportunity to provide comment on the major state government project and acknowledges there are outstanding issues to be further clarified including traffic, pedestrian crossings, public transport, cross-sections / contour maps and access road to naval store. The City seeks a commitment to the following issues f importance to the Fremantle community: Cycling connectivity, Architecture, future assets and landownership, replacement of the 'hairpin' turn.

With growing population and continued high car dependency (mostly single occupant), several roads in Fremantle (including Stirling Highway and Hampton Road) are subject to pressure and conflict between demands. Fremantle's Integrated Transport Strategy recognises that continued unconstrained growth is both unsustainable and undesirable, and advocates for increased priority to be placed on pedestrian, cycling and public transport infrastructure to support a mode shift away from car dependence. Maintenance of a functional road network with sufficient capacity along regional district routes to maintain through movement remains an important objective however increased road capacity should not be regarded as the primary objective. Road capacity upgrades have been secured through road widening along Stirling Highway, South Street and along the Curtin Avenue Road alignment.

As per *development control policy 5.1 – regional roads (vehicular access)*, vehicular access for infill and higher density housing is preferred to be obtained by local roads, where available, or rationalised with existing access arrangements, where possible. Areas undergoing redevelopment are to reduce potential points of conflict as a result of frequent intersections and avoid vehicles reversing on to major roads.

In regards to noise sensitive land uses near a transport corridor the City will continue to be guided by State Planning Policy 5.4 – Road and Rail Noise. SPP5.4 Provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. The City will:

- Continue to apply SPP5.4 in considering strategic and statutory planning proposals within or adjoining strategic transport routes.
- Undertake a study of noise impacts from strategic transport routes and consider zoning, development standards and/or the need for special control areas.

4.5.1.3 Freight

A large proportion of Fremantle port freight and all local freight and service vehicles come by road. Road access into and out of Fremantle Port has recently been improved through the High Street upgrade. Extension of Curtin Avenue to the north remains unprogrammed.

Figure 33: Road links [Source: City of Fremantle Integrated Transport strategy

The freight rail line from the port shares the bridge over the Swan River from North Fremantle into Fremantle with the passenger train (but is proposed to be separated from the passenger line as part of the Swan River Crossing project). It is also constrained in its operation by safety and noise issues as it runs south along Marine Terrace, before heading east to Kewdale from North Coogee.

Until the relocation of container shipping functions occurs, the protection of the regional connections (including the southern freight link) is required. In the event of relocation, the priority will shift, and further investigation into alternative opportunities will occur. In the event of retention of the port, further planning around the establishment of transport noise control areas would be appropriate.

4.5.1.4 Pedestrian & Cycle

Improvements to the pedestrian and cycle network and amenity remain an ongoing priority for the City though are subject to budget availability. The planned extension of the Perth-Fremantle Principle Shared Path from North Fremantle across Tydeman Road into Fremantle city centre will represent a significant improvement, and facilitate more district and regional cycle movement, and use of cycling as a transport mode (as opposed to a recreational pursuit) between activity and employment centres. It is also likely to further improve Fremantle's popularity as a tourist and 'lifestyle' destination, and the more sustainable development of greater Perth.

Local upgrades and connections are facilitated through individual projects and redevelopment. North Fremantle station received new bike shelter extension and U-rail upgrades in 2019-20, increasing the number of secure bike spaces available.

4.5.1.5 Marine

As befitting a port city, the city centre is also connected by water transport. Fremantle Port and the three harbours, Fishing boat, Challenger and Success, provide access to the Indian Ocean for commercial and leisure activity. The Rottnest ferry regularly commutes passengers to Rottnest from its Fremantle terminals at B shed and

Figure 34: Strategic Bike network [Source: City of Fremantle Bike Plan 2019-2024]

North Mole. Cruise ships, up until the COVID-19 pandemic, frequently brought national and international visitors to Fremantle. Space and infrastructure for these uses is secured through the regional reservations and state investment, with reviews currently occurring around Fremantle Port and the harbours.

Access to the water and waterfront uses continues to represent a key planning consideration. The City would like to explore opportunities for better connections between the City and its waterfront, and between nodes, especially pedestrian connections (see 4.5.6 tourism).

4.5.2 Fremantle Port

Fremantle Port remains the primary ocean gateway into Western Australia. In 2019/2020 the independent taskforce Westport assessed the options for the future of Fremantle Port operations and found that even with billions of dollars' worth of road upgrades, the transport network supporting the Fremantle Inner Harbour would reach capacity by the mid-2030s.

In May 2020, state government endorsed Westport's recommended location and design for a future container port at Kwinana. Work is now proceeding to determine the timetable and details of transitioning freight from Fremantle Port to Kwinana including the preferred location. This is expected to be finalised around mid 2024 and will give more certainty to Kwinana as future container port.

In December 2021 state government established the Future of Fremantle committee to consider land use and economic development opportunities around North Quay and surrounding areas, and to continue developing a new vision for a Victoria Quay Waterfront Precinct. In 2025, the Future of Fremantle released its vision for the area. The City's strategy and scheme will be continually assessed as works is progressed on this process.

The City has identified three critical areas that require early planning and investment to build a strong foundation for Future Fremantle and an overall positive impact on the broader City of Fremantle:

- Economic revitalisation within the existing City Centre and its connections to waterfront;
- Investigating a clear integrated transport plan for North Fremantle as a District Centre confronting major changes;

- Investigating and advocating for an appropriate governance model / agency to advance the planning and redevelopment, including a central role for local government and integration of land use and transport planning.

A change in the Port's use represents a major planning exercise with significant social, environmental and economic impacts not only for the immediate area but for the whole City and broader region. The City intends to make provision for a sustainable, integrated outcome which supports the long-term evolution of the economy, consolidates Fremantle's role in the region as a primary regional centre and sits comfortably within its context and priorities.

Access into the port is secured through the regional road network, and rail corridor (discussed above). While the Port remains, the City is committed to maintaining adequate access to the port, whilst balancing these needs with other compatible objectives such as improved pedestrian crossing, way finding, and more amenable street environments (refer to Integrated Transport Strategy for further detail). In the future, if demand is reduced, further opportunities in the movement network this presents can be considered.

The port itself is reserved under the Metropolitan Region Scheme, with some surrounding sites zoned Industrial to support associated and compatible land-uses. The long-term need for these sites given the increased provision and use of industrial estates elsewhere in the south-west region is the subject of review.

Port activities are protected from incompatible land uses through inclusion of Special Control Areas within the scheme, and an associated planning policy developed in conjunction with the Port (LPP 2.3).

Summary of the three Fremantle Port inner harbour buffer referral areas as shown in the map in Figure 35 include:

Area 1

Council to:

- refer all applications for development to Fremantle Ports for comment prior to determination of the application.
- notify Fremantle Ports of amendments to the Scheme if they would in any way affect the development potential of land within Area 1.

Area 2

Council to:

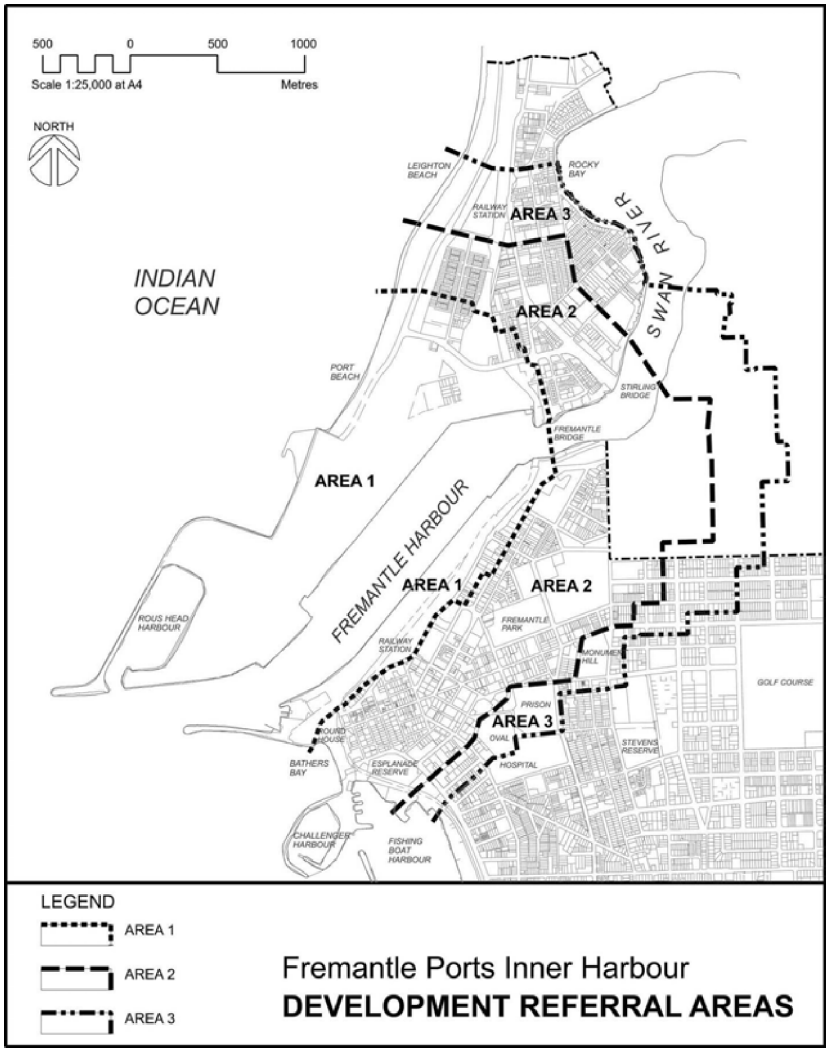
- refer only applications for development to Fremantle Ports for comment if development considered a sensitive use, development would result in a concentration of people, or residential developments incorporating 5 units or more.
- notify Fremantle Ports of amendments to the Scheme if they could result in an increase in the development of sensitive uses within Area 2

Area 3

Council to:

- notify Fremantle Ports of amendments to the Scheme if they could result in an increase in the development of sensitive uses within Area 3.

Figure 35: Fremantle Port Special Control Area [Source: LPS4 and LPP2.3]



4.5.3 Telecommunications

As an established urban area, the City enjoys good access to telecommunications through an established cable and radiocommunications network. With the growth in data use, technological advances, and the City's aspirations for economic development, ongoing upgrade of the network is desirable. The City will, therefore, continue to advocate for telecommunication (including fibre) upgrades to support economic development. The development of telecommunications infrastructure is largely undertaken independently of the local planning framework under commonwealth legislation. Some infrastructure, however, continues to require local approval, particularly where it may impact upon visual amenity, or on heritage areas. Review of the City's Telecommunications local planning policy (D.B.M9) is recommended to ensure that it is consistent with State Planning Policy 5.2 and reflects contemporary standards and expectations.

4.5.4 Servicing (Gas Pipeline, Water Corporation, Western Power)

As an established metropolitan local government, Fremantle is well serviced by an established energy, water and wastewater network. As infrastructure ages, service upgrades will become increasingly necessary. Delivery of upgrades in a manner which is sensitive to both the heritage character of areas, and the future operational needs of a growing population and economy, is required. The City advocates pursuing innovative and more sustainable service options (such as the shared battery trialled at Knutsford East Village, and opportunities for water harvesting and reuse) where feasible.

Perth and Peel at 3.5 million and the Central Sub-Regional Framework identify the following service upgrades for electricity supply in the City of Fremantle area:

- Upgrade 132kV Infrastructure Substation Edmund Street
- Upgrade 132kV Infrastructure Substation O'Connor
- Upgrade 132kV Infrastructure Line Route South Fremantle Terminal to Edmund Street
- Upgrade 132kV Infrastructure Line Route South Fremantle to O'Connor to Myaree to Australian Paper Mills to South Fremantle

Extension of / upgrade of wastewater infrastructure currently represents a constraint to development in the following locations:

- Strang Street Mixed Use area
- Brockman Place Mixed Use area
- Knutsford Street East Development Area.

The cost of water pressure upgrades is also cited as a feasibility challenge for mixed use development in particular.

Discussion with Water Corporation has confirmed that water servicing issues can all be addressed but do present a cost to development. Early discussion with Water Corporation is encouraged as it assists in long term network planning.

Access to the water and waterfront uses continues to represent a key planning consideration. The City would like to explore opportunities for better connections between the City and its waterfront, and between nodes, especially pedestrian connections.

The City would be open to considering opportunities for development contributions towards infrastructure renewal to accommodate increasing population taking into account impact on development feasibility and flow on implications for other objectives.

4.5.5 Coastal

The southern beaches (harbour mouth to South Beach and beyond) and Port Coastal Hazard Risk Management Adaptation Plans (CHRMAPs) identified increasing erosion and inundation risk mostly associated with the impacts of modelled sea level rise (refer to above).

The CHRMAPs identify response options and pathways, with work currently occurring on interim protection works at Port Beach. As per the Future of Fremantle Place and Economic Vision, a sustainable long-term 'protect' solution to coastal erosion at Port Beach is to be achieved that maintains the usability of the beach and supports its role and function as a regionally important destination. Work will occur in conjunction with the state and key landowners to review re-planning opportunities north of Tydeman Road. Maintenance of road access and the district level beach facilities (as well as wide sandy beaches and foreshore reserve) are important priorities for the City in this process, noting that Port and Leighton beaches service a very deep catchment due to their connection to eastern suburbs available through Canning Highway and High Street / Leach Highway, and the absence of alternatives available through central Fremantle due to the port and Fremantle harbours.

In the longer term, significant infrastructure investment to mitigate sea level rise and coastal process impacts have been identified as potentially necessary through the harbour mouth and south through the three Fremantle Boat Harbours. Given state management of the port and harbour areas, primary responsibility is anticipated to be taken by it. Any replanning of north quay associated with the relocation of the port will need to address this issue.

Monitoring and regular discussions regarding coastal management occur between the City and Department of Transport.

4.5.6 Tourism

Fremantle remains the one of the most visited destinations in Perth, providing a significant international, interstate and local attraction. The majority of the underlying physical infrastructure that maintains and promotes this level of tourism is the City's historic layout, built heritage and waterside location.

In terms of accommodation infrastructure there are 526 properties in the City offering accommodation. This includes self-contained and hotel / motel offerings. The City supports the addition of hotels and has approvals in the development pipeline for over 450 rooms (i.e. Spicer's site, 45 Henderson, 67 South Terrace, 19 Essex Street and former Woolstores site).

Short-stay accommodation plays a significant role in supporting Fremantle's visitor economy. Accordingly, the City has taken a proactive approach since 2008 in managing certain forms of accommodation through the City of Fremantle Short Stay Accommodation Local Law. Considering the continually evolving nature of this accommodation type, the City welcomes State Government work in this area including updated model local planning scheme land use definitions relating to different types of short-term rental accommodation, and updated planning guidance to greater assist local governments in appropriately regulating short-term rentals.

The City's planning focuses on maintaining these attributes as well as providing for sympathetic new development that is compatible with the area's primary functions, and enhances linkages between key tourist nodes.

In recent times the upgrades to the cruise ship terminal on Victoria Quay improved the gateway for tourists from this transport mode.

Further tourism infrastructure identified by the City for consideration and advocacy between agencies includes:

- Improvements to the crossing from the cruise ship terminal into central Fremantle.
- Improvements to the waterfront, and the connections between it and the City more generally.
- Additional heritage conservation, trails and interpretation.
- Upgrades to wayfinding.
- Upgrades to the railway station forecourt including the surrounding road and pedestrian network.
- Maintain flexible but managed provision for short stay accommodation throughout Fremantle

4.5.7 Infrastructure Direction

As an established metropolitan municipality, the City's hard infrastructure (its roads, rail, port, power, water and wastewater systems, telecommunication, recreational and civic buildings) is well established, having been progressively installed and periodically upgraded over the past 200 years since Fremantle was first settled by Europeans. The infrastructure supports businesses, residents and visitors however is aging and, in many areas, in need of significant upgrade.

As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy.

A number of new projects are identified as desirable in response to changing needs and opportunities, including coastal infrastructure in response to seal level rise and the changing coastal

environment, and improved public transport to connect the south and bicycle infrastructure.

Infrastructure upgrades are most effective when designed and managed with a holistic view of the environment and community they service. The City assesses the state of current infrastructure and priority is given to improving and maintaining the network over new works.

As this theme promotes the delivery of infrastructure in a coordinated manner by both public and private agencies, the City has liaised with the following service provider or agency responsible for the relevant infrastructure at the local planning strategy stage to ensure the close integration of land use planning and servicing:

- The Department of Transport
- Fremantle Ports
- Water Corporation
- Main Roads WA
- Department of Education

Overall, the response to this theme is to maintain current connections, promote holistic design, continue to advocate for improved public transport connections, maintain port access and buffers, support increased servicing in development areas, as well as sustainable solutions, support sympathetic to the heritage telecommunications infrastructure and be open to different models to fund infrastructure needs.

Planning Response

In summary the City's response to infrastructure theme aspects include:

1. Transport

Accommodate growing regional movement demands without undermining the fine grain network and active transport opportunities Fremantle has long championed. Reconcile both place and movement objectives in their planning and design to ensure the optimal use of land and provision of parking.

Actions:

- Maintain freight access to Port accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents
- Review parking provision and management, and review scheme parking standards [*Potential Scheme Amendment].*
- Promote holistic design and decision making in considering road and transport upgrades to maintain both district, regional, and fine grain local connectivity, through application of movement place framework (or similar).
- Following confirmation of future freight / transport taskforce, review transport noise projections and potential benefit of introducing Transport Noise Special Control Areas into scheme to provide mitigation [*Potential Scheme Amendment].*
- Continue to advocate for second tier public transport links to support district movement of workforce and population between employment and activity centres. Following confirmation of route, mode and funding, undertake further corridor planning to ensure that access and catchments are optimised [*Potential Scheme Amendment].*
- Maintain an urban structure which supports walking and cycling as preferred modes of transport, with high levels of permeability, accessible consolidated activity centres, passive

surveillance, high quality streetscapes and public realm *[Structure Plan input].*

2. Port

Support continued operation of Fremantle Port pending firm decision and action to relocate.

Actions:

- Maintain buffers around Fremantle Port commensurate with operational needs and risks.
- Maintain freight access to Port.

3. Coastal Infrastructure

Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts.

Actions:

- Continue to monitor shoreline and water level movement (in conjunction with Department of Transport and adjoining Local Authorities).
- Continue to liaise with state agencies regarding long term protection works through port and harbours.
- Establish Coastal Process Special Control Areas within the planning scheme [*Potential Scheme Amendment]..*
- Develop plans for coastal nodes. Including: Promotion of district level facilities in any redevelopment at Port Beach to complement those at Leighton and at risk of coastal processes *(Region Scheme Amendment & Structure Plan input)*
- Participate in development of Fremantle Boat Harbours Masterplan and subsequent review of LPP.

4. Servicing

Promote service extensions to development areas.

Actions:

- Liaise with Water Corporation regarding sewer extension to Strang Street South Fremantle & Knutsford
- Support innovative more sustainable service solutions such as shared battery schemes and water reuse where feasible and appropriate (Potential Structure Plan input)

5. Tourism

Protect and celebrate history and built heritage. Promote improvements to tourist destinations and access. Support compatible tourist activities in central Fremantle.

Actions:

- Advocate for improved connectivity into and between tourist destinations in and around Fremantle (including Victoria Quay, Arthur Head & Roundhouse, Bathers Beach, Fishing Boat Harbour, Fremantle Markets, Fremantle Prison) and connections to Cottesloe, Perth and Coogee Beach.
- Maintain flexible but managed provision for short stay accommodation throughout Fremantle.
- Support tourist uses compatible with the area's primary functions in reviews of Victoria Quay and Fremantle Boat Harbours.

6. Telecommunications

Maintain efficient telecommunications network and provision for growing demands.

Actions:

- Review and update Local Planning Policy DBM7 – Telecommunications.
- Continue to advocate for telecommunication (including fibre) upgrades to support economic development.

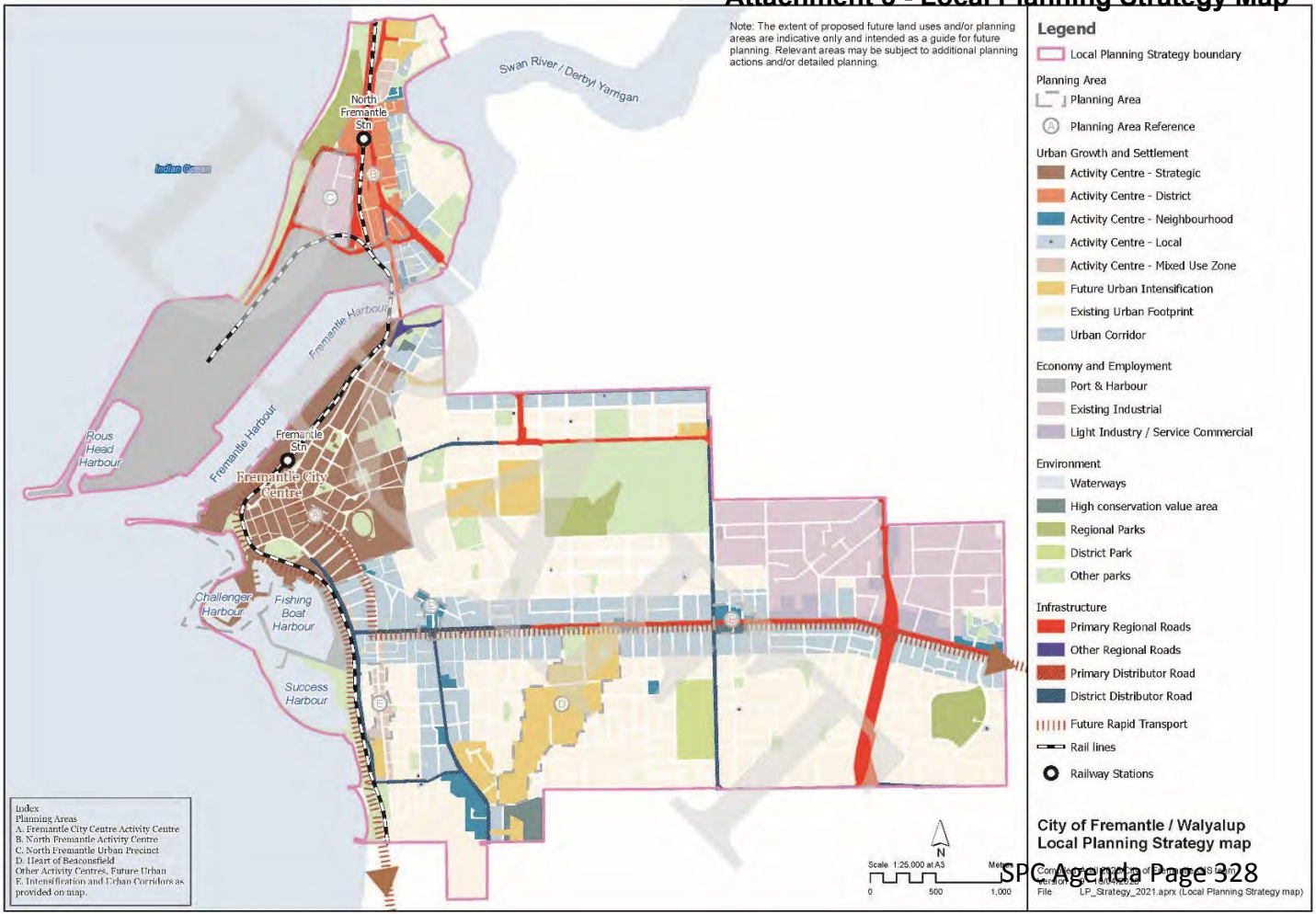
7. Funding

Equitable and effective provision for funding of infrastructure upgrades within a highly constrained environment from a limited rates base and with legal and practical restrictions on development contributions.

Action:

- Reconsider opportunities for development contributions towards infrastructure renewal to accommodate increasing population and need taking into account impact on development feasibility and flow on implications for other objectives

Attachment 3 - Local Planning Strategy Map



City of Fremantle
Ordinary Meeting of Council - Minutes
27 August 2025

C2508-17 RECOMMENDATION ON ADOPTION OF LOCAL PLANNING STRATEGY

Meeting date:	27 August 2025
Responsible officer:	Manager Strategic Planning and City Design
Voting requirements:	Simple Majority Required
Attachments:	1. Local Planning Strategy Parts 1 and 2 - Final Draft 2. Local Planning Strategy - Part 1 - Track Changes After Advertising 3. Local Planning Strategy - Part 2 - Track Changes After Advertising

SUMMARY

This report discusses the process of liaising with the Western Australian Planning Commission (WAPC) and the outcome of community consultation on the draft Local Planning Strategy.

This report recommends that Council recommend that the WAPC endorse the local planning strategy with amendments as shown in Attachment 1.

BACKGROUND

The *Planning and Development Act 2005* (the Act) requires that each local government prepare a local planning scheme "with the general objects of making suitable provision for the improvement, development and use of land in the local planning scheme area; and making provision for all or any of the purposes, provisions, powers or works referred to in Schedule 7." (cl. 69).

The Act requires that local planning schemes be reviewed every 5 years.

The *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) provide further guidance on the content and review of local planning schemes, including a requirement that each local government submit a 'report of review' of each operational scheme for the approval of the Western Australian Planning Commission (WAPC) within a certain time period.

On 26 February 2020, Council considered a review of the Local Planning Scheme 4 (LPS4) and resolved that it was satisfactory in its existing form but should be maintained based on an agreed program of projects and scheme amendments. It then recommended to the WAPC that the City of Fremantle's Local Planning Strategy (2001) be reviewed and updated to reflect strategic direction and amendments progressed by the City and include additional commentary on housing and activity centres consistent with relevant state planning policy.

The WAPC considered Council's recommendation in August 2020 and indicated that because of the age of the planning strategy and the fact that the WAPC had not formally approved the previous version, a new strategy should be prepared. WAPC also advised that while the City's LPS4 is acceptable in the short-term, it would not support further substantive amendments until the City's strategic intent was clarified through the local planning strategy process.

The direction of planning reform is also seeing an increase in performance-based decision-making, potentially taking increased direction from the Local Planning Strategy. As a consequence, strategy may become increasingly important not just in explaining the rationale for scheme content but also in informing ongoing challenges and changes to it. The contents of the draft Strategy will inform changes to the Scheme in the upcoming review.

The draft Local Planning Strategy was referred to the 7 September 2022 Planning Committee meeting, where it was resolved that:

> *Council adopt the draft Local Planning Strategy provided in Attachment 1 and 2 for the purposes of public advertising and, in accordance with Regulations 12 of the Planning and Development (Local Planning Schemes) Regulations 2015, refer it to the Western Australian Planning Commission for pre-advertising certification subject to the following amendment:*
>
> 1. *That Part 1 and Part 2 of the LPS is consistent around the economic (employment figures) associated with the current Port, being up to 8,000 jobs (at least 2,000 directly employed, and up to 6,000 indirect jobs.)*

The draft Strategy was subsequently referred to the WAPC for permission to advertise. Since that time, the City has been working with the Department of Planning, Lands and Heritage (DPLH) to modify the Strategy to get it to the point where they could recommend support to the WAPC. This iterative process involved broad changes such as:

- Refining the actions in Part 1 to better identify specific planning outcomes rather than broad objectives, some of which did not come under the purview of a planning strategy.
- Including additional background analysis in Part 2 on items such as population projections, dwelling numbers and retail needs;
- Incorporating aspects of the Future of Fremantle plan, the draft City Plan: City Centre, and the Strategic Community Plan 2024-2034, which were released during this process;
- Modifying the Strategy to fit the manner and form required by the WAPC.

At first glance, the revised Strategy appears substantially different from that presented to the Committee in 2022, however, the overall intent and objectives remain the same. These can be summarised as:

- A consolidated revitalised City Centre, 'Perth's second city', a place of excitement, culture and core centre functions servicing a growing local, regional and international population.
- Population growth, housing diversity and planning for differing needs in well serviced locations focusing on development areas, transit corridor and contextually appropriate infill and varied housing typologies.
- Acknowledgement of the Aboriginal and European history of the place and conservation of built Heritage.
- The climate emergency, protection of the natural environment and sustainable urban and built form.
- Economic diversity including strengthening connections to south-west, and enhancing knowledge-based, blue and creative economies.
- Maintenance of a fine grain, highly walkable environment with high levels of amenity and quality public spaces, as well as improved connections and active transport throughout the region to allow ease of movement for people and goods.
- Review and provision of more efficient and effective utilisation of infrastructure to optimise community benefit.

The items below were also identified as key inclusions in the original draft presented to Council and are maintained in the most recent version, albeit sometimes in a more refined manner:

Key Spatial Project Highlights

As well as ongoing monitoring, maintaining opportunities, advocacy, promotion and continued support of initiatives and work that is in line with the planning directions and/or state government planning and processes, the Local Planning Strategy highlights the following actions:

- Concentrating any density increases around important nodes, such as District, Neighbourhood, or Local Centres in close proximity to public transport and daily shopping.
- Review of retail potential and centres hierarchy in light of projected population growth and changes in the retail sector.
- Progressively update the City's policy framework.
- Maintain and refine its heritage protection framework.
- Update structure plans (as required).
- Rationalise development zones once built out (as required).

- Review Mixed Use zoning and controls.
- Placing parking requirements into a local planning policy and reviewing criteria
- Review development opportunities along the planned South Street and Cockburn rapid transit corridors if and when the state government confirms detailed planning, mode and funding commitment to these.
- Investigate local opportunities for 'smart' low impact infill in established neighbourhoods.
- Review success of inclusionary zoning / bonus provisions for incorporation of affordable and adaptable housing.
- Develop public realm and key open space area plans.
- Review the design principles and terminology in the scheme to better align with the subsequently adopted State Planning Policy 7.0, and expectations of design quality.
- Review of opportunities to ensure equitable development contributions toward infrastructure and public open space upgrades necessary to sustain population increase (taking into account the implications of these on development feasibility).
- Advocate for mid-tier transport and increased alternate modes of transportation along key urban corridors.

More detailed planning in the following 'Planning Areas' shown on the Strategy map:

A. Fremantle City Centre Activity Centre: Incorporating elements of the City Plan: City Centre. It is proposed to use a precinct planning approach to guide continued evolution of the City Centre optimising its attributes (factor in entertainment noise and changes in retail).
B. North Fremantle Activity Centre: Identifying land use mix and layout taking into account cadastral and heritage constraints and current designated role as a District Centre (in conjunction and potentially influenced by Future of Fremantle and development at McCabe Street).
C. North Fremantle Urban Deferred Precinct: Recognise the recently released Future of Fremantle report, the City's current strategic work in the area, and the ongoing conversations with key stakeholders.
D. Heart of Beaconsfield: To advance the masterplan for these strategic sites.
E. Intensification and Urban Corridors as provided on map: Investigate opportunity for increased density within nodes along urban transport corridors such as South Street, South Terrace, and Stirling Highway.

On 25 June 2025, the City received permission to advertise the draft Strategy from the WAPC. This report discusses the outcomes of that advertising and proposed changes to the Strategy prior to referring it back to the WAPC for final approval.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

The process for adopting a Local Planning Strategy is set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations). Council's recommendation will be forwarded to the WAPC, who will in turn make a recommendation to the Minister for Planning, who is the decision-making authority.

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Resilient City – A focus on planning for a stronger and more resilient future

- A contemporary planning framework considers the changing needs of our community amid challenging economic times while ensuring our built environment is resilient to changes in climate.

CONSULTATION

In accordance with the Regulations, the Local Planning Strategy was advertised for 21 days, ending 25 July 2025. At the end of the advertising period, four submissions were received: One in support, one somewhat supportive, and two providing comments. These responses are provided below in italics, followed by an Officer response.

The "economy" and the "market" are mentioned much more often than key words for vulnerable groups such as "LGBTQ", "indigenous", "homeless", "migrant", etc. More discussion/action should be included around vulnerable groups and the impact of the built environment.

Planning Strategy actions are predominantly limited to those that can be enacted through the planning and development framework. Table 2 Issue/Opportunity 2: Housing includes a number of actions related to vulnerable groups such as undertaking a housing analysis to determine community needs, investigate innovative housing models that support affordability, investigate opportunities to incentivise housing diversity (particularly for affordable housing). In addition, a new action has been added to advocate for affordable and social housing initiatives to be embedded into the state planning framework.

From research and discussions on the City Plan: City Centre with stakeholders, it is clear that a statewide approach is needed for social housing, otherwise developers will shift around to other local governments where any social housing measures don't apply in order to boost their returns.

Outside of the planning framework, the City is working on initiatives to increase housing for vulnerable groups. For example, the City is investigating partnering with organisations to use City-owned land for affordable development.

Under section 4.2.2 – Future Urban Intensification Area in North Fremantle:
1. "Coastal Foreshore Parks and Recreation Reserve" states that further investigation is required into the extent of land needed for coastal foreshore Parks and Recreation Reserve. Significant work has already been undertaken to support the MRS amendment that has ultimately resulted in rezoning to Urban Deferred and Parks and Recreation Reserve based on a review of coastal modelling. While we recognise the importance of continuing the dialogue on this subject, we respectfully request that the work already done by the precinct landowners be recognised in any ongoing consideration.

The request for a Metropolitan Region Scheme (MRS) amendment to rezone the Urban Deferred land in North Fremantle to Urban has been referred to the City by the Department of Planning Lands and Heritage for comment. A report will presented to Council for a recommendation, however, Councillors have expressed some concern regarding whether the existing reserve is sufficient to cater for future coastal processes. Until such time as a decision is reached, it is recommended that the existing strategy wording remain unchanged. Ultimately, however, any decision on the reserve boundaries will be made by the Western Australian Planning Commission. It is also noted that nothing in the current action precludes taking into account the work undertaken in relation to the MRS amendment and Future of Fremantle.

2. "Coastal erosion" -The work undertaken for the Future of Fremantle Place and Economic Vision highlighted the positive benefits of protecting this part of the coastline, and we believe that the prospect of coastal protection measures being

installed as a part of future planning for the broader area would have considerable community benefit. We therefore request that this prospect should be recognised and included in any ongoing study of coastal processes.

As above, the existing wording references "the most up-to-date science and information" and, in this way, does not preclude consideration of recent projects.

3. "Future Fremantle Planning" – We are concerned that this statement implies that planning in the North Fremantle Urban Precinct might be hampered if the Future of Fremantle planning is not further advanced. We therefore request that this statement is altered to the effect that, while it recognises the Future of Fremantle planning as a relevant consideration, any future planning for the North Fremantle Urban Precinct should not be hampered by the longer term actions associated with Future of Fremantle planning.

City Officers agree that Future of Fremantle planning has progressed since the Strategy was first drafted and State visioning for the Port should be considered but not hamper development elsewhere. Wording has been amended to be "Ensuring that urban integration and development in the area is generally in keeping with the Future of Fremantle vision."

Section 4.2.1 Activity Centres:
4. We note the description of the centre as being faced with many challenges due to the physical and cultural constraints of the site, as well as its ability to physically connect with is catchment. We suggest the City might consider a more disaggregated model that sees different components of the centre (eg a supermarket) located in more viable locations.

City Officers have recently completed consultation on the City Plan: North Fremantle, which canvassed just such an outcome. Community opinion was split on the matter. However, existing development in North Fremantle is congregating around nodes due to restrictions on land and heritage in the centre zone. This is particularly evident in the structure plan documentation for 140 Stirling Highway, North Fremantle, which indicatively proposes substantial shopping opportunities. Wording in the Strategy has been amended to consider, but not commit to, a disaggregated model at this time.

Reference to the North Fremantle Future Urban Precinct should identify it as a regeneration area that is informed by the outcomes of the Future of Fremantle. Currently the Strategy lacks acknowledgement of the significant body of work undertaken by the Future of Fremantle and instead presents the Precinct as being restricted by various factors required be resolved ahead of advancing urban development. We therefore recommend:

1. Including future structure planning for the Precinct as a priority action to address detailed planning considerations; and
2. Updating the Strategy Map to provide a 'Future Urban Regeneration' overlay to the Precinct, in recognition of the Future of Fremantle.

The Future of Fremantle is a vision document that sits outside the statutory planning framework. References have been made to it within the Strategy as a consideration but without binding commitments until such time as it is given statutory weight. The urban precinct has been identified as a planning area and the MRS zoning to Urban is currently being considered but not yet approved. Progression of a structure plan is identified as an action in Table 9.

Table 7: North Fremantle District Centre Planning Actions: Investigate a district level structure plan that may identify new district, neighbourhood or local centres within North Fremantle.
A district level structure plan will duplicate the Future of Fremantle work and the detailed planning investigations that are currently being undertaken as part of the Precinct Structure Planning for the North Fremantle Urban Precinct. We therefore recommend that the future planning for the North Fremantle Town Centre be supported by a Precinct Structure Plan of its own, rather than a district level structure plan.

The district level structure plan is intended to tie into the Future of Fremantle work by investigating a disaggregated model of development as discussed in the comment above. It will also provide a model of access links (road, rail, bike, and pedestrian) to connect the existing North Fremantle urban areas to the Future of Fremantle area. These connections have been left vague in the Future of Fremantle vision but are key to making the area work as an integrated whole.

We recommend the Strategy be updated to reference more contemporary coastal planning than the 2017 Port, Leighton and Mosman Park Beaches Coastal Adaption Plan. Specifically, it should reference the work undertaken as part of the Future of Fremantle and the investigations as part of the Urban Deferred MRS zoning.

As above, City Officers note that the MRS referral is in progress and that the Strategy does not preclude consideration of that recent work.

In addition to the above, letters were sent to state agencies and adjoining local governments seeking comment. Comments were received back from:

- Department of Health
- Department of Planning, Lands and Heritage (DPLH)
- Department of Premiere and Cabinet
- Department of Transport and Major Infrastructure (DMIT)
- Department of Water and Environmental Regulations (DWER)
- Fremantle Port Authority (FPA)
- Housing Authority
- Main Roads WA
- National Trust
- Town of East Fremantle
- Town of Mosman Park
- Tourism WA
- University of Notre Dame
- Western Power

Predominantly, these stakeholders were satisfied with the direction of the scheme. Some changes were made in response to some of the comments received. A summary of the changes made and the relevant agency comments are provided below:

Agency	Changes Requested	Response
DBCA	Consideration should be given to estuary level rise on open space and adjacent land uses, inclusive of inundation and erosion risks. DBCA recommends the issues arising from estuary level rise on built and natural foreshore assets are considered in a local foreshore assessment to inform adaptive management measures. The foreshore assessment can be supported by DBCA's foreshore risk identification and mapping project. Further, the foreshore interface between the river and urban areas will need to address public and private interface and how the demand for recreational activities will be accommodated while attempting to preserve and enhance the riverine environment.	Added into Table 4 action g.

	DBCA recommends that the local planning framework be supported by the development of a coastal hazard risk management and adaptation plan across the local government area.	
	Public open space planning Residential communities and population growth place increasing demand on public open space provision throughout the local government area. This is expected to increase demand for recreational use and development near foreshore areas. As such, DBCA recommends a review of open space provision, particularly in the context of the Swan River. This should also consider the potential for expansion of the foreshore area by realignment (or closure) of local roads and consolidation of car parks.	Added into Table 4 action g to consider foreshore expansion based on risk identification, foreshore management practice, and CHRMAPs. This would also be included in any public open space review.
	Transport network and connectivity DBCA supports the expansion of pedestrian and cyclist networks to encourage public access to foreshore areas, and connectivity with the broader locality. The Swan River Crossing project provides an opportunity to enable north-south connections and the enhancement of open space. DBCA recommends the inclusion of an east-west connection on the northern foreshore between the traffic bridge and Stirling Hwy. This is supported by the City of Fremantle's Bike Plan 2019-2024 and DBCA's draft Jenalup (Blackwall Reach) Locality Plan.	Noted. This connection is included in the City's Bike Plan, which is currently being reviewed.
	Bushfire management DBCA supports the management of bushfire risk by ensuring that development is able to manage bushfire risk adjacent bushfire prone areas.	Noted

	However, DBCA does not support the management of vegetation in Regional Open Space at 'low-threat' or of a lower vegetation class to support further intensification of adjacent land uses. In accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, planning proposals should satisfy bushfire protection requirements within the boundaries of the land being developed, and not impact on the bushfire and environmental management of neighbouring foreshore reserves.	
DMIT	Following a public reform process, Department of Transport (DoT) changed to Department of Transport and Major Infrastructure (DTMI). All references to DoT have been updated to DTMI.	Changed throughout both parts.
Dept. of Health	The vision should include direct reference to enhancing the public health of the community, and provide links to the City's Local Public Health Plan.	The Strategy vision is "A unique, resilient and liveable city where everyone belongs." While the vision does not specifically include 'public health', it is considered as part of the liveability. The City's Local Public Health Plan is currently being formulated.
FPA	1. Additional comment to be added to the Port section of Part 1 – cl. 3.3: *The western end of Victoria Quay has already been rezoned to allow redevelopment as a cultural and tourism-based precinct. Being adjacent to the Fremantle city centre and Fremantle train station, this area has the potential to create significant growth in business activity and employment. Precinct planning, along with better connectivity between the*	1. Added 2. Added 3. Amended 4. Amended and remaining items relocated to the City Plan – City Centre. 5. Added 6. Added

	City and Victoria Quay is needed to enable this. 2. Requested new action in Part 1 - Table 3 as follows: *Work collaboratively with Fremantle Ports to support the continued transformation of Victoria Quay into a vibrant waterfront destination for tourism and trade, to support increased visitation, recreation and employment that is complementary to the broader City Centre.* 3. Part 1 – Table 3 - Action (m.) point i. be altered to include reference to specific infrastructure upgrades previously identified by the City as follows: "i. Rail Crossing Improvements – to connect City to Waterfront including: • Cliff Street/Phillimore Street intersection • Fremantle Train Station pedestrian crossing (west of station) • Parry Street proposed vehicle crossing" 4. Part 1 – Table 3 – Action m – Several of the included items are not relevant to the Port. 5. Part 1 – Table 5 – New Action: *Work collaboratively with Fremantle Ports and the PTA to improve pedestrian and vehicle connections across the rail line and better integrate Victoria Quay with the City Centre.* 6. Part 1 – Section 4.2.1, request a new comment be included: *The western end of Victoria Quay presents a distinct opportunity within the City Centre as an area*	

	that has been converted from active port into a public space. This area has already seen several significant developments and has the potential to offer much more in terms of employment and amenity.	
Main Roads	1. Figure 5 of the Draft Local Planning Strategy highlights a section of Canning Hwy west of Stirling Hwy as an Other Regional Road (area bounded by dark blue line). From a statutory perspective, it should be noted this section is a Primary Distributor under Main Roads care and control and forms part of Main Roads road network, which extends into Victoria Quay. 2. Figure 5 of the Draft Local Planning Strategy (LPS) indicates South Street and Cockburn Road as Future Rapid Transport Routes. While these routes have been identified as proposed high-priority transit routes in the State's Strategic Planning Framework Perth and Peel @ 3.5 Million – The Transport Network, the Framework clarifies that "All non-Stage 1 METRONET public transport proposals are subject to further investigation and will be refined as part of a future review of the frameworks". It is recommended that a similar disclaimer be added to the City's Draft LPS Map.	1. Map has been amended. 2. Note has been added.
Town of Mosman Park	1. Suggested some actions be amended to include a collaborative approach with adjoining local governments, specifically in relation to: a) extending or amending structure plans;	1. Wording of these actions has been amended to include consideration of adjoining local governments, as they may be impacted and there is benefit to a coordinated

	b) Monitoring North Fremantle for new Neighbourhood or Local Centres; c) Planning for McCabe Street and Knutsford Street development areas; d) Investigating a North Fremantle District Structure Plan; and e) Implementation, promotion and possible expansion of the Leighton-Port Beach foreshore reserve, planning for McCabe and Knutsford Streets. 2. Suggested inclusion of development of an Aboriginal cultural context document with neighbouring local governments that share significant sea and river to expand the stories across the region.	approach across local governments. 2. City Officers do not object in principle. However, Officers question whether such a document falls within the planning framework and, therefore outside the limitations of a local planning strategy. Additionally, other internal City teams are involved in Aboriginal cultural context and outreach, so many of the actions that may be included in such a document are already being carried out.
University of Notre Dame	The City should take the opportunity to liaise with the University to ensure the Strategy is in line with the University Master Plan.	The strategy is a high level document setting out a 10-15 year timeframe for planning matters, and is focused on objectives and investigation of future planning instruments rather than setting out specific criteria now. However, there are many existing actions within the strategy that align with the UNDA masterplan. This includes intentions to increase soft landscaping and tree canopy, enhance pedestrian activity, cyclist experiences, and promotion of public transport, which are consistent with the aims of the UNDA masterplan. The strategy also speaks to better connecting the City Centre to the waterfront and encouraging more streetscape activation. In this respect the increased activation of existing UNDA assets and year-round

		usage of the campus is supported. In consideration of the comments on student housing and the City's collaboration with UNDA on investigations into that, Officers have added an additional action item to investigate built form guidance for alternate housing models, such as student housing and co-living, as these are not currently captured by the R-Codes.
Western Power (WP)	1. The Local Planning Strategy incorporates a map containing existing and future transmission infrastructure including substation/terminal site(s) as well as easements and safe clearance corridors. 2. Request to include consideration of the below as an action: a. Special Control Area provisions for electricity transmission infrastructure. b. Indication of statutory planning mechanisms, including Structure Planning provisions and referral to Western Power during the development application process to mitigate against development encroachment. 3. The City reviews PlanWA for further context and updated forecasting during the preparation of the Strategy. 4. The Edmund and Amherst St substation and WP land is an area for further discussion between the City and WP.	1. Added to Part 2 2. Added to Table 5 (p) 3. Noted 4. Noted – covered by 2. 5. Developer Contribution Schemes are already listed to consider as an action. This would include WP consideration.

	5. Further discussion and investigation between both parties regarding opportunities and constraints, then detail consideration of Western Power electricity infrastructure within developer contribution schemes and land use permissibility within and in near proximity to Western Power electricity infrastructure (corridors and sites).	

OFFICER COMMENT

During the course of advertising the Strategy, the City Plan: City Centre was also put out for advertising. As the draft Strategy initially called for incorporating the City Plan into the Strategy, this work has been carried out concurrently. Only the elements within the City Plan: City Centre relating to the planning framework may be incorporated into the Strategy. These include:

- Planning-related priorities and actions from Part 2 of the City Plan have been added to Part 1 - Table 6: City Centre Planning Actions of the Strategy.
- All precinct plan diagrams from Part 4 of the City Plan have been added to Part 1 - 4.2.1 Activity Centres - Fremantle City Centre – Strategic Centre of the Strategy.
- Background maps and diagrams from the City Plan: City Centre Baseline Report and spatial maps showing the existing City Centre development from the City Plan have been added to new section 3.9.1 Spatial Background in Part 2 of the Strategy.

The actions relating to the area still call for investigation into a Precinct Structure Plan as set out in State Planning Policy 4.2: Activity Centres and as included in the earlier version of the Strategy. Such a structure plan (or similar instrument) would set out the built form and land use requirements specific to the area based on a needs assessment, and embed the actions of the City Plan into the statutory framework.

Other changes include:

- Action (n) added to Table 1 to advocate for social and affordable housing initiatives to be embedded in the state planning framework.

- Action (o) added to Table 1 to create design guidance for alternate housing types that are currently absent from the planning framework, such as student housing, co-living, etc.

- Action (g) added to Table 2 to consider local foreshore assessments and CHRMAPs of estuaries to determine impact of estuary level rise on built and natural foreshore assets. Use as a basis to inform adaptive management measures and consideration of the potential to expand foreshore areas.

- Action (h) in Table 2 calls for reviewing the Significant Tree and Vegetation Areas register and the Tree Protection planning policy for efficacy and investigating other options for tree protection and canopy increase.

Otherwise, the remaining changes made to the Strategy since originally presented to Council in 2022 are the result of comments from the Department of Planning, Lands and Heritage. The current draft is broadly consistent with that of the 2022 draft, but the actions have been modified to focus only on items that can be considered under the planning framework. The work of the Strategy has led directly to the Local Planning Scheme review.

The final version of the Strategy is in Attachment 1, with a tracked changes version showing changes made after advertising for Part 1 (Attachment 2) and Part 2 (Attachment 3).

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

<u>COUNCIL DECISION ITEM C2508-17</u>
(Officer's recommendation)

Moved: Cr Jemima Williamson-Wong **Seconded: Cr Geoff Graham**

Council:

1. **Endorse the Local Planning Strategy with modifications as set out in Attachment 1 in accordance with Regulation 14 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.**

2. **Authorises the Mayor and Chief Executive Officer to sign the Local Planning Strategy, to be submitted to the Western Australian Planning Commission for consideration.**

Carried: 11/0
For:
Mayor Hannah Fitzhardinge, Cr Jenny Archibald, Cr Geoff Graham, Cr Adin Lang, Cr Andrew Sullivan, Cr Jemima Williamson-Wong, Cr Fedele Camarda, Cr Ben Lawver, Cr Frank Mofflin, Cr Doug Thompson and Cr Ingrid van Dorssen

Against:
Nil

Agency	Comment	Officer Response	DPLH Comment
DBCA	Consideration should be given to estuary level rise on open space and adjacent land uses, inclusive of inundation and erosion risks. DBCA recommends the issues arising from estuary level rise on built and natural foreshore assets are considered in a local foreshore assessment to inform adaptive management measures. The foreshore assessment can be supported by DBCA's foreshore risk identification and mapping project. Further, the foreshore interface between the river and urban areas will need to address public and private interface and how the demand for recreational activities will be accommodated while attempting to preserve and enhance the riverine environment. DBCA recommends that the local planning framework be supported by the development of a coastal hazard risk management and adaptation plan across the local government area.	Added into Table 4 action g.	Noted.
	Public open space planning Residential communities and population growth place increasing demand on public open space provision throughout the local government area. This is expected to increase demand for recreational use and development near foreshore areas. As such, DBCA recommends a review of open space provision, particularly in the context of the Swan River. This should also consider the potential for expansion of the foreshore area by realignment (or closure) of local roads and consolidation of car parks.	Added into Table 4 action g to consider foreshore expansion based on risk identification, foreshore management practice, and CHRMAPs. This would also be included in any public open space review.	Recommend additional wording to reference the potential closure of local roads and consolidation of car parks to facilitate foreshore expansion.
	Transport network and connectivity DBCA supports the expansion of pedestrian and cyclist networks to encourage public access to foreshore areas, and connectivity with the broader locality. The Swan River Crossing project provides an opportunity to enable north-south connections and the enhancement of open space. DBCA recommends the inclusion of an east-west connection on the northern foreshore between the traffic bridge and Stirling Hwy. This is supported by the City of	Noted. This connection is included in the City's Bike Plan, which is currently being reviewed.	Noted. Potential for the Strategy to be updated once the review of the City's Bike Plan has been completed.

	Fremantle's Bike Plan 2019-2024 and DBCA's draft Jenalup (Blackwall Reach) Locality Plan.		
	Bushfire management DBCA supports the management of bushfire risk by ensuring that development is able to manage bushfire risk adjacent bushfire prone areas. However, DBCA does not support the management of vegetation in Regional Open Space at 'low-threat' or of a lower vegetation class to support further intensification of adjacent land uses. In accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, planning proposals should satisfy bushfire protection requirements within the boundaries of the land being developed, and not impact on the bushfire and environmental management of neighbouring foreshore reserves.	Noted	Noted.
DMIT	Following a public reform process, Department of Transport (DoT) changed to Department of Transport and Major Infrastructure (DTMI).	All references to DoT have been updated to DTMI.	Noted.
Department of Health	No objection – with comments **1. Public health planning** Land use planning should consider public health to ensure future decisions do not negatively impact on the health and wellbeing of populations living in or around the subject area. It is recommended that the vision of the new Local Planning Strategy include direct reference to 'enhancing the public health of the community' (or words to that effect) and provide links to the City's Local Public Health Plan. The DoH webpage Planning considerations for sensitive land uses provides detailed guidelines and position statements that should also be considered to ensure the City's draft Local Planning Strategy protects public health. Further, consideration should be given to incorporating Healthy Active by Design principles into the strategy using the evidence brief developed by the DoH: Evidence	The Strategy vision is "A unique, resilient and liveable city where everyone belongs." While the vision does not specifically include 'public health', it is considered as part of the liveability. The City's Local Public Health Plan is currently being formulated.	Agree with the City. The essence of public health is appropriately captured in the Strategy's vision.

	supporting the creation of environments that encourage healthy active living. **2. Water supply and wastewater disposal** All drinking water provided on site must meet the health-related requirements of the Australian Drinking Water Quality Guidelines 2011. Any non-drinking water (i.e. water that is not intended or suitable for drinking) must be managed to ensure it cannot be confused with or contaminate the drinking water supply. This requires satisfactory labelling of non-drinking water taps and, depending on system configuration, suitable backflow prevention arrangements in accordance with Australian/New Zealand Standards AS3500 – Plumbing and Drainage. Where reticulated sewerage is not available, disposal of wastewater generated on site is required to comply with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974. A site-specific Site and Soil Evaluation (SSE) will be required to be undertaken by a qualified consultant during the wettest seasonal time of the year (mid-July/August) as per AS/NZS 1547:2012 to ensure the land application area is located and sized appropriately as per the Government Sewerage Policy 2019. Sewage intended to be or recycled for beneficial purposes such as landscape and garden bed irrigation, toilet flushing or other purposes, will require prior approval from the DoH. Please refer to the "Application process for approval of a recycling water scheme". **3. Industrial interface** The DoH commends the City for proposing management actions for potential environmental and public health risks at the industrial interface, notably: • Maintaining buffer zones around industrial areas to manage land use conflict.	Water supply and wastewater disposal is not proposed to change at this time, though the City is investigating options for more local water treatment through the City Plan projects (separate from the strategy). The Scheme flags the O'Connor Industrial Interface as requiring review, which will be carried out as part of a new scheme.	

	• Managing and remediating contaminated sites in line with legislative requirements. • Ensuring provision of essential services such as water and sewage and remediating contaminated land prior to developing urban precinct areas. • Continuing to liaise with referral agencies (such as the DoH) on potentially contaminated sites. **4. Heatwave adaptation** The DoH commends the City for incorporating resilience strategies and climate change adaptation measures within its proposed Local Planning Strategy. While the DoH recognises that the majority of the City of Fremantle is established with limited opportunities for major greenspace development, this proposal still presents an opportunity to implement site-specific climate resilient elements from the WA Climate Adaptation Strategy, including distribution of community facilities with consideration for extreme heat events and water management systems that address changing rainfall patterns.	The Strategy includes investigation of ways to increase onsite greening and urban tree canopy.	
Department of Housing and Works	The Department supports the City's efforts to align its policy framework to promote housing diversity and to focus redevelopment activity on the delivery of medium and higher density outcomes. This direction is consistent with broader strategic planning objectives and reflects a commitment to sustainable urban growth. It is noted that the Draft Local Planning Strategy identifies actions to investigate opportunities within the local planning framework to incentivise housing diversity; particularly for affordable housing, aged and dependent persons' dwellings, and universally designed and adaptable dwellings that support aging in place and people of all abilities. These actions are supported. In alignment with these objectives, it is recommended that the City further develop and implement policy settings that proactively support the delivery of social and community housing. These settings could include:	Policy settings will be investigated as part of the City's overhaul of the planning scheme and review of local planning policies. Partnerships with other agencies or facilitation of diverse housing on City-owned land is also being discussed as a future City design (non-planning) project.	Noted.

	• Incentivising the delivery of social and community housing through planning mechanisms such as density bonuses, land use incentives, and zoning flexibility; • Facilitating partnerships with the Department and registered community housing providers to enable coordinated and effective delivery and appropriate ongoing management and support services; • Ensuring housing delivery is inclusive, sustainable, and responsive to the needs of vulnerable and low-income households. Such an approach will contribute to the City's strategic goals of fostering a diverse and resilient community, promoting housing affordability, and supporting equitable access to housing across all demographics.		
Department of Planning, Lands and Heritage – Historic Heritage Conservation	Thank you for your letter of 4 July 2025 regarding the City of Fremantle's draft Local Planning Strategy, and the opportunity to provide comment. The City of Fremantle contains an extensive list of heritage-protected places, including the UNESCO World Heritage listed Fremantle Prison and 280 places in the State Register of Heritage Places (including the West End). In addition, there are more than 2500 Heritage List places and 18 Heritage Areas. In October 2022, the Department provided comment on the draft Strategy, which noted that the Strategy continued the City's current planning direction and that there were no potential impacts on heritage places. The May 2025 draft Local Planning Strategy demonstrates a continued commitment to historic heritage conservation through its key planning objectives. It is encouraging to see reviewed actions included in the Strategy that aim to ensure City's policy framework in relation to heritage is robust and remains updated and current. Key objectives in the Strategy for land use diversification and residential intensification have the potential to negatively impact	Noted	Noted.

	on heritage places by increasing development pressure. The City's understanding of the opportunities and constraints with regard to heritage is reassuring. We encourage continued consultation with the Department and the Heritage Council during the development of Local Planning Scheme No. 5 and additional Local Planning Policies that affect heritage-protected places.		
Department of Water and Environmental Regulation	The Department has identified that the structure plan has the potential for impact on environment and/or water resource management. While the Department does not object to the proposal key issues and recommendations are provided below, and these matters should be addressed: **Urban Water Management** Local government authorities play a critical role in the implementation of Better Urban Water Management (BUWM) (WAPC, 2008) through the assessment of water management reports, ensuring infrastructure is constructed in accordance with approved urban water management plans and subdivision guidelines, and enforcing requirements through their role in the State's planning process. There are a number of actions the City of Fremantle can take to move towards a more water sensitive and climate resilient local government. These include ensuring that appropriate consideration for total water cycle management is given at all stages of the planning process and that Water Sensitive Urban Design (WSUD) and Best Management Practices (BMP) are implemented within the local government boundaries by both the council and private industry (i.e., developers, business, residents). The City of Fremantle is in an ideal position to implement WSUD through residential, commercial, industrial and rural development and renewal projects and retrofitting ageing infrastructure. Retrofitting should be considered in existing developed areas where the hydrologic, ecological and water quality requirements have not been adequately addressed. Planning in advance creates	The Strategy includes actions to investigate improving sustainability of new development, including through WSUD. DWER's best practices manual can be a reference point in any policy or scheme development.	Agree with the City's comment.

	opportunities for retrofitting in areas reaching redevelopment potential. Improved water management can lead to improved natural features and use of public open space, enhanced recreational opportunities and reduced flooding risk. For more information regarding the implementation of BUWM that could be considered and adopted to achieve best practice WSUD developments, please refer to Guidance note 5 – The role of local government which is available on the Department website under Planning for the future / Water and land use planning / Better urban water management. Further information can also be accessed from the New Water Ways website www.newwaterways.org.au under Policy and Regulations. **Groundwater Management** The City of Fremantle local government area is located in the Perth Groundwater Area as proclaimed under the Rights in Water and Irrigation Act 1914 and therefore any groundwater abstraction may be subject to licensing by the Department. The Department encourages early consideration of water requirements and water source availability for development, as well as the consideration of alternative water sources and maximum efficiency of water use. For more information refer to the Departments website under Urban water / Recycling and efficiency. The availability of water resources for licensing can be viewed on the Department's Water Register at http://www.water.wa.gov.au/maps-and-data/maps/water-register . **Non-Potable Water Supply** The Department encourages early consideration of water requirements and water source availability for development, as well as the consideration of alternative fit-for-purpose water sources and maximum efficiency of water use. For more	Noted. As above. Noted. As above. The Strategy includes an action to investigate Special Control Areas for floodplain management, including both the ocean and the river environments.	

	information refer to the Department website under Urban water / Recycling and efficiency. **Floodplain Management** The principal role of Local Government in floodplain management is the implementation of floodplain management strategies, via land and development controls through statutory planning and by various building regulations. Councils are encouraged to incorporate floodplain management strategies and guidelines into their Town Planning Schemes or into a Council Policy Statement. Local Government should also actively promote and sustain flood awareness at the community level and make a significant contribution to flood emergency management and planning. For more information regarding floodplain management please refer to Water facts 14 – Floodplain management (WRC, 2000) available here, and the Department website under Planning for the future / Flood planning and mapping. **Waterways Management** The Department supports land planning authorities to integrate water and land use planning to identify, protect, manage and where possible enhance waterways and other water dependent ecosystems in accordance with State Planning Policy 2.9: Water Resources. For more information regarding considering waterways in planning and development including flood, foreshore area and stormwater management, and waterways restoration please refer to the Department website under Water topics / Rivers and estuaries / Managing our waterways. **Native Vegetation** The clearing of native vegetation in Western Australia is principally regulated under the Environmental Protection Act 1986 (EP Act) and its subsidiary legislation. The Department is the primary regulator that administers the clearing provisions of the EP Act. We assess applications for clearing permits under Part V of the EP Act	Noted. As above. Noted.	

	Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless: • It is undertaken under the authority of a clearing permit. • It is done after the person has received notice under Section 51DA(5) that a clearing permit is not required. • The clearing is subject to an exemption. Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations). Additional information on how to apply for a clearing permit is available from Clearing permit forms | Western Australian Government (www.wa.gov.au). Information regarding clearing permit fees can be found here: Clearing fees – frequently asked questions | Western Australian Government (www.wa.gov.au) From the information provided in the planning application, the applicant has made it clear that a clearing permit will be required, and applied for in due course. **Acid Sulphate Soils** Acid sulfate soils have implications for the management of groundwater abstraction, planning of urban drainage and management of risks in waterway and estuaries. Activities with the potential to disturb acid sulfate soils must be managed carefully to avoid serios harm to the environment. Guidelines for the Identification and investigation of acid sulfate soils and acidic landscapes, DER, June 2015 can be found on the Department's website at Identification and investigation of acid sulfate soils and acidic landscapes (www.wa.gov.au) Department of Water and Environmental Regulation's acid sulfate soil guidelines can be obtained from the following	Noted. Noted.	

	https://www.wa.gov.au/government/document-collections/acid-sulfate-soils-publications **Contaminated sites** In Western Australia contaminated sites are regulated though the Contaminated Sites Act 2003 and Contaminated Sites Regulations 2006. The Department administers and enforces the Contaminated Sites Act 2003 and Contaminated Sites Regulations 2006. The guideline Assessment and management of contaminated sites provides information on the assessment and management of contaminated sites in Western Australia and contains information on assessing and managing contaminated sites, assessing risk to human health, the environment and environmental values, generic assessment levels specific to WA and their application, Applying assessment levels, information to include when reporting on the various stages of contaminated and, community engagement. Under the Contaminated Sites Act 2003, landowners, occupiers and polluters must report known or suspect contaminated sites to the Department.		
Fremantle Port Authority	1. Additional comment to be added to the Port section of Part 1 – cl. 3.3: *The western end of Victoria Quay has already been rezoned to allow redevelopment as a cultural and tourism-based precinct. Being adjacent to the Fremantle city centre and Fremantle train station, this area has the potential to create significant growth in business activity and employment. Precinct planning, along with better connectivity between the City and Victoria Quay is needed to enable this*. 2. Requested new action in Part 1 - Table 3 as follows: *Work collaboratively with Fremantle Ports to support the continued transformation of Victoria Quay into a vibrant waterfront destination for tourism and trade, to support increased visitation, recreation and employment that is complementary to the broader City Centre*.	1.Added 2. Added 3. Amended 4. Amended and remaining items relocated to the City Plan – City Centre. 5. Added 6. Added	Uphold. All reasonable recommended modifications.

	3. Part 1 – Table 3 - Action (m.) point i. be altered to include reference to specific infrastructure upgrades previously identified by the City as follows: "i. *Rail Crossing Improvements – to connect City to Waterfront including: · Cliff Street/Phillimore Street intersection · Fremantle Train Station pedestrian crossing (west of station) · Parry Street proposed vehicle crossing*" 4. Part 1 – Table 3 – Action m – Several of the included items are not relevant to the Port. 5. Part 1 – Table 5 – New Action: *Work collaboratively with Fremantle Ports and the PTA to improve pedestrian and vehicle connections across the rail line and better integrate Victoria Quay with the City Centre*. 6. Part 1 – Section 4.2.1, request a new comment be included: *The western end of Victoria Quay presents a distinct opportunity within the City Centre as an area that has been converted from active port into a public space. This area has already seen several significant developments and has the potential to offer much more in terms of employment and amenity.*		
Main Roads	1. Figure 5 of the Draft Local Planning Strategy highlights a section of Canning Hwy west of Stirling Hwy as an Other Regional Road (area bounded by dark blue line). From a statutory perspective, it should be noted this section is a Primary Distributor under Main Roads care and control and forms part of Main Roads road network, which extends into Victoria Quay. 2. 2. Figure 5 of the Draft Local Planning Strategy (LPS) indicates South Street and Cockburn Road as Future Rapid Transport Routes. While these routes have been identified as proposed high-priority transit routes in the State's Strategic Planning Framework Perth and Peel @ 3.5	1. Map has been amended. 2. Note has been added.	Uphold. All reasonable recommended modifications.

	Million – The Transport Network, the Framework clarifies that "All non-Stage 1 METRONET public transport proposals are subject to further investigation and will be refined as part of a future review of the frameworks". It is recommended that a similar disclaimer be added to the City's Draft LPS Map.		
Town of Mosman Park	1. Suggested some actions be amended to include a collaborative approach with adjoining local governments, specifically in relation to: a) extending or amending structure plans; b) Monitoring North Fremantle for new Neighbourhood or Local Centres; c) Planning for McCabe Street and Knutsford Street development areas; d) Investigating a North Fremantle District Structure Plan; and e) Implementation, promotion and possible expansion of the Leighton-Port Beach foreshore reserve, planning for McCabe and Knutsford Streets. 2. Suggested inclusion of development of an Aboriginal cultural context document with neighbouring local governments that share significant sea and river to expand the stories across the region.	1. Wording of these actions has been amended to include consideration of adjoining local governments, as they may be impacted and there is benefit to a coordinated approach across local governments. 2. City Officers do not object in principle. However, Officers question whether such a document falls within the planning framework and, therefore outside the limitations of a local planning strategy. Additionally, other internal City teams are involved in Aboriginal cultural context and outreach, so many of the actions that may be included in such a document are already being carried out. Consideration of a similar consultation document is also part of the City Plan: City Centre.	Agree with the City's comments.

Tourism WA	The port city of Fremantle is a key tourism destination in Western Australia that has a rich tapestry of heritage, culture and hospitality offerings including the Fremantle Markets, UNESCO listed Fremantle Prison, the Fishing Boat Harbour and a deep-seated arts culture, which helped to attract 1,072,000 visitors in 2024. Earlier this year, Fremantle received the Top Tourism Town Award at the Perth Airport WA Tourism Awards. Through implementation of the Strategy, the City will continue to facilitate the growth of tourism by: •Increasing the attractiveness of Fremantle as a destination with initiatives such as better connecting the city centre with its waterfront and improving legibility and connectivity between tourist destinations. •Reviewing its planning framework to ensure it is fit-for-purpose, addresses emerging tourism trends, and is consistent with broader policy. •Advocating for compatible tourism land uses at Victoria Quay and Fremantle Boat Harbours. •Working collaboratively with the state government to support Fremantle Harbours' continued evolution, including its potential as a tourist destination. These initiatives recognise the significance of Fremantle as a tourism destination and align with the recommendations of the Destination Perth Tourism Destination Management Plan, which was released in 2024. Tourism WA is pleased to support the implementation of the Strategy and looks forward to seeing these outcomes progress.	Noted.	Noted.
Western Power	1. The Local Planning Strategy incorporates a map containing existing and future transmission infrastructure including substation/terminal site(s) as well as easements and safe clearance corridors. 2. Request to include consideration of the below as an action:	1. Added to Part 2 2. Added to Table 5 (p) 3. Noted 4. Noted – covered by 2. 5. Developer Contribution Schemes are already listed to consider as an	Agree with proposed modification 1. A Special Control Area is not considered a suitable mechanism for the

	a. Special Control Area provisions for electricity transmission infrastructure. b. Indication of statutory planning mechanisms, including Structure Planning provisions and referral to Western Power during the development application process to mitigate against development encroachment. 3. The City reviews PlanWA for further context and updated forecasting during the preparation of the Strategy. 4. The Edmund and Amherst St substation and WP land is an area for further discussion between the City and WP. 5. Further discussion and investigation between both parties regarding opportunities and constraints, then detail consideration of Western Power electricity infrastructure within developer contribution schemes and land use permissibility within and in near proximity to Western Power electricity infrastructure (corridors and sites).	action. This would include WP consideration.	provisions for electricity transmission infrastructure. Alternative wording is recommended that does not identify a specific mechanism but provides an action for the appropriate consideration of Western Power infrastructure. Agree with City's comment for point 5.

Non-Agency Submissions

Name	Comment	City Response	DPLH Comment
Jarrad Jacques jarrad.jacques@student.curtin.edu.au City of Joondalup	**Somewhat supportive** There are double to SEXTUPLE the mentions of "market" (24), "economic" (59) and "economy" (44) than "women", "queer", "LGBT", "indigenous", "First Nation", "student", "homeless", "mother" or disabilities"/ "disabled"/"disability", "migrant", "refugee" COMBINED (13) across both affiliated planning documents. Fremantle is a hub for these vulnerable groups, and it shows a concerning lack of deeper consideration of the built environment's effects upon these key groups that contribute greatly to the "vibe" of Fremantle. If you do not adequately provide space within a planning document to discuss and	Planning Strategy actions are predominantly limited to those that can be enacted through the planning and development framework. Table 2 Issue/Opportunity 2: Housing includes a number of actions related to vulnerable groups such as undertaking a housing analysis to determine community needs, investigate innovative housing models that support affordability, investigate opportunities to incentivise housing diversity	Agree with the City's comment.

	consider these groups, they will continue to be adversely affected and ignored in greater depth in development! We all know developers will not care about them. This is deeply concerning that "This ambitious vision…of ensuring Fremantle's sustainable growth and prosperity." (DRAFT Local Planning Strategy – Part 1, 52; DRAFT Local Planning Strategy – Part 2, 46) does not mention this and is suggestive that yet again, these groups will not be included in the "prosperity" and "ambition" of these developments. The only reason I selected somewhat supportive is because of your mentions of increased transit, density and walkability. To put it simply, do better. This is not ambitious, this is the bare minimum and is clearly catered to satisfying developers and the prosperity of people who are not the core demographics that have contributed to the character of Fremantle.	(particularly for affordable housing). In addition, a new action has been added to advocate for affordable and social housing initiatives to be embedded into the state planning framework.	
Ross Rifici rosstrifield@bigpond.com.au South Fremantle	**Supportive**	Noted	Noted.
Robbie Williams rwcyberbox@hotmail.com Fremantle	**Somewhat supportive** I believe ANY unit in a strata title must have a written strata permission letter whether or not they live on the premises to stop the system being abused. The Council giving permission to "on premises" residents is open to 3rd party deals to oversee guesting could lead to diminished responsibility which I know has happened under the current situation. Council should be 100% sure they are NOT responsible for causing domestic disturbances by grey area clause here please.	This is likely a submission intended for the policy and scheme amendment relating to short term rental accommodation, which has been addressed in those items.	Agree with the City's comment. No further response required.

Ashleigh Maple Rowe Group on behalf of Fiveight, who represents Keith Grant Investments Pty Ltd, the owner of 9.1ha of land within the North Fremantle Urban Precinct (Precinct).	We thank the City of Fremantle for the opportunity to engage on the City's Draft Local Planning Strategy (Draft Strategy). The main points in our submission are outlined below. **Summary** The key points raised in this submission are as follows: • The Draft Local Planning Strategy recognises the North Fremantle Urban Precinct as a strategically located growth area, however it fails to acknowledge the significant body of work undertaken through the Future of Fremantle project. • The Draft Strategy should be updated to accurately reflect the Precinct as an urban regeneration growth area, subject to further detailed structure planning. • The Draft Strategy references often outdated investigations that have been used to guide various actions and directions and we encourage the City to update the Draft Strategy to reflect the findings of contemporary planning proposals and assessments that have occurred since the early stages of preparing this Strategy. **Background** A request for the Lifting of Urban Deferment has recently been lodged with the Department of Planning, Lands and Heritage (DPLH) over the Precinct, being the next step towards the urbanisation of this strategically significant area. A comprehensive understanding of both local and regional needs is required to inform future stages of	The Future of Fremantle is a vision document that sits outside the statutory planning framework. References have been made to it within the Strategy as a consideration but without binding commitments until such time as it is given statutory weight. The urban precinct has been identified as a planning area and the MRS zoning to Urban is currently being considered but not yet approved. Progression of a structure plan is identified as an action in Table 9. The district level structure plan is intended to tie into the Future of Fremantle work by investigating a disaggregated model of development as discussed in the comment above. It will also provide a model of access links (road, rail, bike, and pedestrian) to connect the existing North Fremantle urban areas to the Future of Fremantle area. These connections have been left vague in the Future of Fremantle vision but are key to making the area work as an integrated whole.	Although the Future of Fremantle Place and Economic Vision document is not statutory binding, its content should be appropriately considered and incorporated into the Strategy (i.e. the protect response to Port and Leighton Beach). DPLH agrees with the City that North Fremantle's designation as a Planning Area is sufficient and provides consistency with the Future of Fremantle. While the work done as part of the MRS Amendment for the North Fremantle Urban Precinct (MRA Amendment 1400/41) is recognised, the process remains ongoing. A request has been received by the DPLH for the lifting of the current urban deferment, however, it will likely be some time before it is finalised. It is therefore

	planning. To that end, we are actively progressing structure planning for the Precinct and we place great value on early and productive engagement with both the City and the local community as we progress these necessary planning tasks. The North Fremantle Urban Precinct (Precinct) can be progressively planned through the completion of planning tasks as outlined within the Department of Planning Lands and Heritage planning framework allowing for the urbanisation and regeneration of the Precinct, consistent with the redevelopment outcomes identified by the Future of Fremantle Place and Economic Vision. We are keen to ensure the Draft Strategy does not inhibit or restrict this goal. **Key Considerations** **Recognition of the Future of Fremantle Vision** The Draft Strategy identifies the Precinct, as well as North Fremantle more broadly as a strategically located growth area. However, the Draft Strategy does not clearly reference the body of work undertaken to inform the Future of Fremantle Place and Economic Vision and align its recommendations as a guiding framework to inform future planning stages. Reference to the Precinct should identify it as a regeneration area that is informed by the outcomes of the Future of Fremantle. Currently the Strategy lacks acknowledgement of the significant body of work undertaken by the Future of Fremantle and instead presents the Precinct as being restricted by various factors required be resolved ahead of advancing urban development. We therefore recommend:	As above, City Officers note that the MRS referral is in progress and that the Strategy does not preclude consideration of that recent work.	reasonable for the Strategy to acknowledge the works done but also acknowledge it is yet to be finalised and certain elements are subject to change. The Strategy is able to be amended at such time that this process has been completed, and certainty is established. With regard to the potential DSP proposed in the Strategy for North Fremantle, it is agreed that district structure planning would overlap with the proposed PSP for the North Fremantle District Centre and is likely to duplicate works done as part of the Future of Fremantle Place and Economic Vision document and MRS Amendment 1400/41, which remains under review. The specific need for a DSP in this context is therefore not identified. It is considered appropriate

	1. Including future structure planning for the Precinct as a priority action to address detailed planning considerations; and 2. Updating the Strategy Map to provide a 'Future Urban Regeneration' overlay to the Precinct, in recognition of the Future of Fremantle. **Planning Directions** The Strategic Directions included in the Draft Strategy that are relevant to the Precinct and surrounds are broadly summarised below (italic), together with a response and recommendation. <u>Table 7: North Fremantle District Centre Planning Actions:</u> *Investigate a district level structure plan that may identify new district, neighbourhood or local centres within North Fremantle.* While this Action is included within the North Fremantle District Centre Planning Area and relates to the existing North Fremantle Town Centre, we query the matters to be considered and how they overlap with the body of work already undertaken through the Future of Fremantle and the progression of structure planning for the North Fremantle Urban Precinct. It is necessary for the Precinct Structure Plan to be supported by retail needs assessments to ensure the viability and longevity of the North Fremantle Town Centre is protected both in the short term and into the future. Further, residential population and commercial floorspace projections were identified for the North Fremantle and Leighton Precincts as part of the Future of Fremantle Place		to reword the action in Table 7 to investigate opportunities to integrate and connect abutting precincts, and identify new neighbourhood and local centres without specifying a DSP is the mechanism to achieve that. It provides the opportunity to also investigate the best approach prior to committing to one in the Strategy.

	and Economic Vision document, following an extensive review and assessment of community needs, to inform this vision. A district level structure plan will duplicate this work and the detailed planning investigations that are currently being undertaken as part of the Precinct Structure Planning for the North Fremantle Urban Precinct. We therefore recommend that the future planning for the North Fremantle Town Centre be supported by a Precinct Structure Plan of its own, rather than a district level structure plan. <u>Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions</u> *Work with the WAPC and other relevant State government agencies to investigate MRS anomalies and improve the planning framework. This may include:* *iii. Working together with Main Roads, DPLH, Department of Transport and private landowners to resolve the preferred Curtin Avenue alignment and its reservation.* *iv. Considering the adequacy of the Leighton-Port Beach foreshore reserve and expanding to accommodate modelled coastal processes and future recreational need.* We support the City working proactively with Main Roads, DPLH, the Department of Transport and private landowners to resolve the preferred Curtin Avenue alignment. The Curtin Avenue alignment is being investigated as part of detailed structure planning, in collaboration with the Department of Transport, Main Roads WA, Department of Planning,		

	Lands and Heritage, the City and the Public Transport Authority and has been ongoing since at least 2023. In terms of the adequacy of the Leighton-Port Beach foreshore reserve, the City's Port, Leighton and Mosman Park Beaches Coastal Adaption Plan was prepared in 2017, prior to the significant body of work undertaken as part of the Future of Fremantle project, MRS Amendment that rezoned the Precinct from Industrial to Urban Deferred (WAPC Ref: 1400/41) and more recent MRS Lifting of Urban Deferment request (WAPC Ref: RLS/1166) where a Coastal Hazard Risk Management and Adaption Plan has been prepared and considered. These investigations have considered the potential for future changes to the shoreline as a result of the ongoing impacts of coastal processes and sea level rise and determined appropriate coastal hazard risk areas. While the Precinct would benefit from the protection offered under the Future of Fremantle vision, the Precinct is strategically positioned to avoid risks from coastal hazards over a 100-year planning horizon. We therefore recommend the Strategy be updated to reference more contemporary coastal planning that has been undertaken since the 2017 report referenced in this Action. <u>Table 4: Environment – Planning Directions and Actions</u> *Promote implementation of the City's Port, Leighton and Mosman Park Beaches Coastal Adaption Plan which includes the following actions:*		

	1. Incorporate a special control area for vulnerable coastal areas; *2. Develop local policy to manage coastal settlement planning;* *3. Develop foreshore management plans that include comprehensive policy guidance for temporary development and land use within the coastal foreshore reserve;* *4. Liaise with the WAPC to request review of the State Coastal Planning Guidelines and review regional plans and strategies to facilitate an appropriate response; and* *5. Request changes to the MRS where needed to support adaptation decisions and deliver appropriate strategies.* As discussed above, the City's Port, Leighton and Mosman Park Beaches Coastal Adaption Plan precedes the significant body of work undertaken as part of the Future of Fremantle project, MRS Amendment that rezoned the Precinct from Industrial to Urban Deferred (WAPC Ref: 1400/41) and more recent MRS Lifting of Urban Deferment request (WAPC Ref: RLS1166) where a Coastal Hazard Risk Management and Adaption Plan has been prepared and considered. As recommended above, the Strategy should be updated to reference more contemporary coastal planning that has been undertaken since the 2017 report. <u>Table 5: Infrastructure – Planning Directions and Actions</u>		

	Ensure the local planning framework supports buffers around Fremantle Port to accord with operational needs, safety and amenity. This may include advocating for protection of existing special control areas and requirements under local planning policy or undertaking a review of these mechanisms to ensure the buffer functions (such as boundary and land use and built form restrictions) are commensurate with port operations. We acknowledge the ongoing review of local planning frameworks as they relate to the Fremantle Port buffers to ensure they are commensurate with the Port's operation and is necessary to ensure the ongoing protection of the Port and support this action. *Work collaboratively with Main Roads WA, DPLH and/or Fremantle Ports to ensure there is ongoing freight access to the Port, accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents.* We support this planning direction, noting that the current and future freight access to the Port, as it relates to the North Fremantle Urban Precinct will be considered and addressed through the detailed structure planning process for the Precinct. *Promotion of coastal district level facilities, such as proposals related to surf life saving clubs or regional*		

	open space, which may be generated from or located within any redevelopment areas to complement nearby *facilities, and take into account the Port, Leighton and Mosman Park Beaches Coastal Adaption Plan.* We fully support the development of facilities at Port Beach, while encouraging activation and use of the Regional Open Space reservation. As noted above, the City's Port, Leighton and Mosman Park Beaches Coastal Adaption Plan was prepared in 2017 and precedes the significant body of work undertaken as part of the Future of Fremantle project, MRS Amendment that rezoned the Precinct from Industrial to Urban Deferred (WAPC Ref: 1400/41) and more recent MRS Lifting of Urban Deferment request (WAPC Ref: RLS 1166) where a Coastal Hazard Risk Management and Adaption Plan has been prepared and considered. Contemporary planning, and structure planning for the Precinct will provide an updated review and consideration of the coastal processes. It is expected the Precinct Structure Plan will provide options for these facilities to be accommodated over time. <u>Table 9: North Fremantle Urban Precinct Planning Actions:</u> *Work with the WAPC and relevant stakeholders and advocate for MRS zoning proposals that adequately address key concerns for the site.* Matters to be considered in relation to this Action include:		

	• Coastal Foreshore Parks and Recreation Reserve • Coastal erosion • Future of Fremantle Planning • Remediation • Provision of Essential Services • Transport ad Access Considerations • Port Buffer Considerations A number of these matters are relevant to the detailed structure planning stages that will follow the Lifting of Urban Deferment process. In terms of the Coastal Foreshore Parks and Recreation Reserve, the extent of this reservation has been considered and resolved through the earlier MRS Amendment 1400/41 that rezoned the Precinct from Industrial to Urban Deferred. Notwithstanding the above, we respectfully request the City continue working with both the WAPC and relevant stakeholders to continue the progression of necessary planning tasks for the Precinct in support of the revitalisation of the subject site. *Work with stakeholders to progress local planning instruments (likely structure plan and scheme amendment) to align with the MRS.* We support this Action and its inclusion within the Draft Strategy and look forward to continuing to work with the City towards achieving this direction. **Conclusion** We welcome the direction of the Draft Strategy in recognising the Precinct as a growth area requiring		

	further investigation and support the City's efforts to progress their guiding planning framework for the City. We respectfully request that the Draft Strategy: • Acknowledge the body of work undertaken through the Future of Fremantle project and; • Prioritise the Precinct as a regeneration area on the Strategy Map; • Support flexible, coordinated planning outcomes in anticipation of long-term infrastructure change; and • Enable sustainable growth and housing diversity in a well located precinct.		
Lex Barnett TBB on behalf of the North Fremantle Joint Venture (NFJV) owners of land within the 'North Fremantle Urban Precinct'	This submission follows on from our previous submission, dated 10th February 2023, on the previously advertised draft of the same strategy. That submission was made on behalf of both NFJV and VE Property who, together, comprised all of the private landholding within the aforementioned precinct. **Purpose of Submission** The aim of this submission is to provide further constructive feedback on the revised draft Local Planning Strategy, including recognising the changes that have been made in response to our earlier submission. Support for the Strategy NFJV acknowledges that the City has made important modifications to the Strategy, consistent with our previous request that the "North Fremantle Development Precinct should be identified as a 'Planning Area' in its own right, rather than as part of the broader 'Fremantle Port and North Fremantle Industrial Precinct' Planning Area." Recognising the	The request for a Metropolitan Region Scheme (MRS) amendment to rezone the Urban Deferred land in North Fremantle to Urban has been referred to the City by the Department of Planning Lands and Heritage for comment. A report will presented to Council for a recommendation, however, Councillors have expressed some concern regarding whether the existing reserve is sufficient to cater for future coastal processes. Until such time as a decision is reached, it is recommended that the existing strategy wording remain unchanged. Ultimately, however, any decision on the reserve boundaries will be made by the Western Australian	While the work done as part of the MRS Amendment for the North Fremantle Urban Precinct (MRA Amendment 1400/41), including the establishment of a coastal foreshore parks and recreation reserve, is recognised, the process remains ongoing. A request has been received by the DPLH for the lifting of the current urban deferment, however, it will likely be some time before it is finalised. It is therefore reasonable for the Strategy to acknowledge the works done but also acknowledge it is yet to be

	area as an Urban Precinct is a positive response which is supported. We also recognise and support, in principle, the Planning Direction and Actions stated in Table 9: North Fremantle Urban Precinct Planning Actions, in line with our previous request that the "Planning Area should have clear actions included to assist in progressing the development of the area for urban purposes." **Additional Comment – North Fremantle Urban Precinct** Under section 4.2.2 Future Urban Intensification Area – North Fremantle Urban Precinct, the Strategy identifies several key issues that require 'resolution or further investigation' in advancing urban development in the precinct. We would like to provide comment on the following issues: • Coastal Foreshore Parks and Recreation Reserve: *Determining the extent of land required for an expanded coastal foreshore Parks and Recreation Reserve that takes into account coastal processes.* We would like to reiterate that significant analysis has already been undertaken to support the MRS amendment request that ultimately saw the precinct rezoned to Urban Deferred and Parks and Recreation Reserve. This included a review of the coastal erosion modelling in accordance with State Planning Policy 2.6 (SPP 2.6) as well as a needs analysis of future coastal foreshore requirement, and graphical illustration of how future needs could be accommodated within the future foreshore reserve	Planning Commission. It is also noted that nothing in the current action precludes taking into account the work undertaken in relation to the MRS amendment and Future of Fremantle. As above, the existing wording references "the most up-to-date science and information" and, in this way, does not preclude consideration of recent projects. City Officers agree that Future of Fremantle planning has progressed since the Strategy was first drafted and State visioning for the Port should be considered but not hamper development elsewhere. Wording has been amended to be "Ensuring that urban integration and development in the area is generally in keeping with the Future of Fremantle vision. City Officers have recently completed consultation on the City Plan: North Fremantle, which canvassed just such an outcome. Community opinion was split on the matter. However, existing development in North Fremantle	finalised and certain elements are subject to change. The Strategy is able to be amended at such time that this process has been completed, and certainty is established. DPLH agrees with the City that Future of Fremantle planning has progressed since the Strategy was first drafted and State visioning for the Port should be considered but not hamper development elsewhere. The recommended amended wording provided by the City is considered acceptable and has been included in the Schedule of Modifications. The disaggregated model approach for the North Fremantle District Centre is considered worthy of further exploration. A modification is recommended to explore

	as per the zoning alignment ultimately approved by the State Government. <u>While we recognise the importance of continuing the dialogue on this subject, we respectfully request that the work already done by the precinct landowners be recognised in any ongoing consideration.</u> • Coastal erosion: *The effect of coastal erosion on the site using the most up-to-date science and information*. We also acknowledge the importance of maintaining a current understanding of the coastal dynamics and the effects of coastal erosion if the coastline is not protected in any way. The planning already undertaken for the North Fremantle Urban Precinct to support the MRS amendment has conservatively assumed that natural coastal processes would be allowed to occur along the foreshore adjacent to the precinct, and has planned a foreshore reserve on that basis. However, the work undertaken for the Future of Fremantle Place and Economic Vision highlighted the positive benefits of protecting this part of the coastline, and we believe that the prospect of coastal protection measures being installed as a part of future planning for the broader area would have considerable community benefit. <u>We therefore request that this prospect should be recognised and included in any ongoing study of coastal processes.</u> • Future Fremantle Planning: *Ensuring that the Future of Fremantle planning is sufficiently advanced to establish clear objectives*	is congregating around nodes due to restrictions on land and heritage in the centre zone. This is particularly evident in the structure plan documentation for 140 Stirling Highway, North Fremantle, which indicatively proposes substantial shopping opportunities. Wording in the Strategy has been amended to consider, but not commit to, a disaggregated model at this time.	the viability of this approach.

	guiding future urban integration and development in the area. We are concerned that this statement implies that planning in the North Fremantle Urban Precinct might be hampered if the Future of Fremantle planning is not further advanced. Essentially, the Future of Fremantle Planning Committee was formed with the remit to produce a Place and Economic Vision for the Fremantle Port following the relocation of the port operations to the future outer harbour (Westport). That Vision has been completed and publicly released by the State Government. However, the plan has no current status in the strategic planning framework, and there is no clear timeline for advancing planning within the Port area beyond its current state. The position of the North Fremantle Urban Precinct is such that it has always been justified as a self-contained planning cell that can progress regardless of the future of the Port and the outcomes of the Future of Fremantle study. It is a logical progression of the Leighton Shores precinct that stands on its own merit. <u>We therefore request that this statement is altered to the effect that, while it recognises the Future of Fremantle planning as a relevant consideration, any future planning for the North Fremantle Urban Precinct should not be hampered by the longer term actions associated with Future of Fremantle planning.</u> **Additional Comment – North Fremantle District Centre**		

	Under section 4.2.1 Activity centres – North Fremantle Centre we note the description of the centre as being faced with many challenges due to the physical and cultural constraints of the site, as well as its ability to physically connect with is catchment. We support this description as a realistic comprehension of the centre's limitation including the capacity to address a growing gap between the demand and supply of retail floorspace in the district. The local cultural value of the centre is recognised and should be embraced in any future planning; however, we respectfully suggest that that strategic planning should look to an alternative approach to delivering the district centre functions for North Fremantle. Such an approach might consider a more disaggregated model that sees different components of the centre (eg a supermarket) located in more viable locations. This should not be seen as undermining the viability of the existing centre, but a realistic recognition of its limitations to fulfil all the functions of a complete District Centre.		
University of Notre Dame	The University is a major landowner, employer and economic driver in the City, as such it is somewhat disappointing that UNDA does not appear to factor in the City's vision or opportunities. Universities play an important role in building communities, sharing knowledge, attracting economic activity, investment and attracting residents and visitors. The lack of consideration of these factors and how collectively the City and UNDA can work together to build a better city, through	The strategy is a high level document setting out a 10-15 year timeframe for planning matters, and is focused on objectives and investigation of future planning instruments rather than setting out specific criteria now. However, there are many existing actions within the strategy that align with the UNDA masterplan. This includes intentions to	The University Masterplan is not publicly available for consideration. The City's comments are therefore acknowledged and noted. In general, it is considered that the Strategy appropriately accommodates the University and does not

	common purpose and strategy we believe is shortsighted. The University's masterplan was shared with the City Executive Masterplan in June 2025, a copy of the masterplan is enclosed for reference, together with slide pack with some further information. It would be appropriate as part of this consultation process to align the University masterplan and the Local Plan and to hold a collaborative session to better align our strategies before completion of the Local Plan.	increase soft landscaping and tree canopy, enhance pedestrian activity, cyclist experiences, and promotion of public transport, which are consistent with the aims of the UNDA masterplan. The strategy also speaks to better connecting the City Centre to the waterfront and encouraging more streetscape activation. In this respect the increased activation of existing UNDA assets and year-round usage of the campus is supported. In consideration of the comments on student housing and the City's collaboration with UNDA on investigations into that, Officers have added an additional action item to investigate built form guidance for alternate housing models, such as student housing and co-living, as these are not currently captured by the R-Codes.	attempt to undermine its ability to operate in a manner aligned with its expectations.

SCHEDULE OF MODIFICATIONS

Schedule of Modifications – City of Fremantle Local Planning Strategy 2025

The Local Planning Strategy has been modified in accordance with the following Schedule of Modifications:

Table 1: Modifications following community consultation

Mod #	Reference - Proposed provision(s)	Modification - Modified provisions	Reason	DPLH Comment
Part One				
1)	N/A	Included certification page	As per DPLH request	It is recommended this modification is supported and has been included in **A8**.
2)	Throughout	• Removed "draft" from pages • Replaced "Department of Transport" with "Department of Transport and Major Infrastructure" • Updated Rationale and numbering references in Tables 2-5 Updated/deleted Plan Ref in Tables 2-5	• In preparation for final approval. • Based on agency comments received. • References updated to correct numbering and reflect heading and updated mapping elsewhere in Parts 1 & 2.	It is recommended this modification is supported and has been included in **A8**.
3)	Page 3	Minor typo and format correction: The population of Fremantle grew **by** 5,806 people between… Italicised titles of state planning documents	Typo and formatting	It is recommended this modification is supported and has been included in **A8**.
4)	3.2.1, 2	Minor typo correction: Accommodate diverse housing which meets or exceed**s** infill targets while accommodating different community needs and incomes, in a market-driven economy, including ~~to provide~~ **providing** affordable housing and sufficient housing for the elderly and people with disabilities.	Typo	It is recommended this modification is supported and has been included in **A8**.

<table>
<tr><td>5)</td><td>Table 2, 1(i)(b) – Action</td><td>Appended “and collaborate with adjoining local governments (where relevant) to coordinate planning objectives”</td><td>In response to comments received noting that actions will impact adjoining local governments.</td><td>It is recommended this modification is supported and has been included in A8.</td></tr>
<tr><td>6)</td><td>Table 2, 1(ii)(e) – Rationale</td><td>Appended “, and collaborate with adjoining local governments to ensure coordinated planning and service delivery.”
Updated plan reference</td><td>In response to comments received noting that actions will impact adjoining local governments.</td><td>It is recommended this modification is supported and has been included in A8.</td></tr>
<tr><td>7)</td><td>Table 2, 2(iii)(h) – Action</td><td>Correction:
Undertake a housing needs analysis to identify future needs, including affordability, diversity and aged care requirements, and investigate incentivi~~z~~sing needs from the strategy into the local planning framework.</td><td>Typo</td><td>It is recommended this modification is supported and has been included in A8.</td></tr>
<tr><td>8)</td><td>Table 2, 2(iv)(n)</td><td>Added new action, corresponding rationale and timeframes:
<table>
<tr><td>Advocate for affordable and social housing initiatives to be embedded in the state planning framework.</td><td>Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP
Part 2: 4.2.1 Housing</td><td>Medium term
(5 – 10 years)</td></tr>
</table></td><td>Action added to reflect housing affordability goals and in the context of stakeholder discussions during City Centre: City Plan that affordable housing criteria should come from the state government.</td><td>It is recommended this modification is supported and has been included in A8.</td></tr>
</table>

<table>
<tr><td>9)</td><td>Table 2, 2(iv)(o)</td><td>Added new action, corresponding rationale and timeframes<table><tr><td>Create design guidance or policies for alternate housing types that are currently absent from the planning framework, such as student housing, co-living, etc.</td><td>Reference:
Part 2: 4.2.1 Housing</td><td>Medium term
(5 – 10 years)</td></tr></table></td><td>Action added to reflect an uptick in new development types received by Fremantle and other local governments in anticipation of future housing needs.</td><td>It is recommended this modification is supported and has been included in A8.</td></tr>
<tr><td>10)</td><td>Table 2, 5(ix)(z)</td><td>Replaced:
“iv. Considering the adequacy of the Leighton-Port Beach foreshore reserve and expanding to accommodate modelled coastal processes and future recreational need.”
With:
iv. Assess the adequacy of the Leighton–Port Beach foreshore reserve and investigate potential expansion to respond to modelled coastal processes and future recreational needs, in partnership with neighbouring local governments to support coordinated coastal planning and management.</td><td>Reworded to incorporate comments received while still reflecting Council’s most recent direction regarding foreshore response.</td><td>Updated wording is recommended and has been in included in A8 that ensures consistency in approach to coastal erosion, pursuant to Future of Fremantle Place and Economic Vision, while acknowledging that the lifting of urban deferment under the MRS is currently under review.</td></tr>
<tr><td>11)</td><td>Table 2, 5(ix)(bb)</td><td>Deleted the following:
“bb. Consider undertaking a scheme amendment to reflect State Planning Policy 5.2 – Telecommunication Infrastructure, to ensure Telecommunications infrastructure is not designated as a ‘use not permitted’ (X) in any zone in the zoning table.”</td><td>Action has occurred since the strategy was drafted. Telecommunications is now a considered use in the Industrial zone.</td><td>It is recommended this modification is supported and has been included in A8.</td></tr>
<tr><td>12)</td><td>3.3 – Port</td><td>Added:
The western end of Victoria Quay has already been rezoned to allow redevelopment as a cultural and tourism-based precinct. Being adjacent to the Fremantle city centre and Fremantle train station, this area has the potential to create significant growth in business activity and employment. Precinct planning, along with better connectivity between the City and Victoria Quay is needed to enable this.</td><td>As requested by Fremantle Port Authority (FPA)</td><td>It is recommended this modification is supported and has been included in A8.</td></tr>
</table>

13)	Table 3, 1(ii)(h) - Action	Appended “in coordination with neighbouring local governments to ensure alignment with broader planning objectives and community needs.”	In response to comments received noting that actions will impact adjoining local governments.	It is recommended this modification is supported and has been included in **A8**.
14)	Table 3, 1(ii)(j)	Action - Added the word “Queen” in front of “Victoria Street”. Rationale – Updated Part 2 references Plan Ref – Updated Plan references	Typo Updates to match headings and numbering elsewhere	It is recommended this modification is supported and has been included in **A8**.
15)	Table 3, 2(iv)(m)	Modified as follows: m. ~~In preparing the~~ **Utilise the** City Plan: City Centre to~~,~~ identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including ~~ways of~~ advocating to relevant State government authorities for investigations into:	City Plan has been endorsed by Council and integrated into Strategy.	It is recommended this modification is supported and has been included in **A8**.
16)	Table 3, 2(iv)(m)	Part (i) to read: i. Rail Crossing Improvements – to connect City to Waterfront, including but not limited to: • Cliff Street/Phillimore Street intersection; • Fremantle Train Station pedestrian crossing (west of station); and • Parry Street proposed vehicle crossing. Action parts iv, v & vi deleted.	Response to FPA comments consolidating rail crossing improvements and moving actions not relating to the FPA to other sections of the Strategy.	It is recommended this modification is supported and has been included in **A8**.
17)	Table 3, 2(iv)(o)	New action rational and timeframe: Work collaboratively with Fremantle Ports to support the continued transformation of Victoria Quay into a vibrant waterfront destination for tourism and trade, to support increased visitation, recreation and employment that is complementary to Reference: MRS, CoF SCP Part 2: 4.3.2 Employment, 4.3.3 Industry Ongoing (throughout the life of the LPS, requiring regular review)	Response to FPA comments to focus on Victoria Quay revitalisation.	It is recommended this modification is supported and has been included in **A8**. The wording is proposed to be slightly altered to reference the ”West End of Victoria Quay” specifically. This is due to the likely ongoing use of port land.

		the broader City Centre		
18)	Table 3, 3(v)(q)(r)(s)(u)	Updates to match headings and numbering elsewhere. Plan references updated/deleted	Updates to match correct heading titles, numbering and plan reference mapping in Parts 1 and 2.	It is recommended this modification is supported and has been included in **A8**.
19)	3.4 Environment	Modified text as follows in bold: Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's **Aboriginal and built** historic heritage, vegetation, infrastructure and lifestyle	To acknowledge that heritage encompasses European built form and Aboriginal heritage	It is recommended this modification is supported and has been included in **A8**.
20)	Table 4, 2(ii)(g)	Replaced existing action (g) with new action: "Consider local foreshore assessments and CHRMAPs of estuaries to determine impact of estuary level rise on built and natural foreshore assets. Use as a basis to inform adaptive management measures and consideration of the potential to expand foreshore areas."	On advice of DBCA. Mention of trees and the tree register consolidated into existing action (h) to avoid overlap.	Recommend additional wording in **A8** to reference the potential closure of local roads and consolidation of car parks to facilitate foreshore expansion.
21)	Table 4, 2(ii)(h)	Appended: "Includes reviewing the Significant Tree and Vegetation Areas register and the Tree Protection planning policy for efficacy and investigating other options for tree protection and canopy increase."	Mention of trees and the tree register consolidated from (g) into existing action (h) to avoid overlap.	It is recommended this modification is supported and has been included in **A8**.
22)	Table 4, 2(iv)(k)	Modifications in bold: Identify whether there are areas outside of the Leighton and Mosman Park Beaches Coastal Adaptation Plan at risk of coastal impacts**, including collaborating with adjoining local governments** and define any necessary mitigation responses.	In response to comments from other local governments as actions will impact them.	It is recommended this modification is supported and has been included in **A8**.
23)	Table 4, 2(iv)(l)	Added "Coordinating with adjoining local governments…"	In response to comments from other local governments as actions will impact them.	It is recommended this modification is supported and has been included in **A8**.
24)	Table 5, 2(iv)(i)	New action rational and timeframe: Work collaboratively with Fremantle Ports and the PTA to Reference: CoF SCP & ITS Ongoing (throughout the life of the LPS,	On advice of PTA and consistent with the City Plan: City Centre to integrate Victoria Quay into the City Centre.	It is recommended this modification is supported and has been included in **A8**.

		improve pedestrian and vehicle connections across the rail line and better integrate Victoria Quay with the City Centre.	Part 2:4.5.1.3 Freight, 4.5.2 Fremantle Port	requiring regular review)		
25)	Table 5, 4(vi)(p)	New action, rationale and timeframe:			On advice of Western Power	A Special Control Area is not considered a suitable mechanism for the provisions for electricity transmission infrastructure. Alternative wording is recommended that does not identify a specific mechanism but provides an action for the appropriate consideration of Western Power infrastructure. The proposed wording is as follows: Assist in facilitating the appropriate provisions for electricity transmission infrastructure, including a trigger for Western Power referral during the development process when development is proposed near terminals and substations.
		Investigate a Special Control Area for electricity transmission infrastructure and a trigger for Western Power referral during the development process when development is proposed near terminals and substations.	Reference: Part 2: 4.5.4 Servicing	Short term (1-5 years)		
26)	4.2.1 Activity Centres	Added text: The western end of Victoria Quay presents a distinct opportunity within the City Centre as an area that has been converted from active port into a public space. This area has already seen several significant developments and has the potential to offer much more in terms of employment and amenity.			On advice of FPA	It is recommended this modification is supported and has been included in **A8**.

27)	4.2.1 Activity Centres	Added text to paragraph 5: …dwellers by the year 2050. **This potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre. Locating substantial development around the outside of the West End preserves the historic setting and human-scale streetscape of low height (generally 2-3 stories but occasionally up to 5; all less than 18m in height) buildings within the historic centre and view corridors down streets and from significant locales.**	Added wording to reflect outcomes of the City Plan: City Centre and focus on height in and around the historic West End.	It is recommended this modification is supported and has been included in **A8**.
28)	4.2.1 Activity Centres	Deleted key considerations and dot points. Replaced with: In addition to objectives and outcomes relating to economic, infrastructure and community issues, the City Plan: City Centre includes the following planning objectives: • Encourage context-sensitive, high-quality development that protects what makes Fremantle unique and special. • Plan for significant public realm and infrastructure investment to support increased density and activity. • Protection of our existing heritage areas and places is a major priority. Planning actions within the City Plan have been incorporated into the table below.	Updated to incorporate the recently endorsed City Plan: City Centre objectives.	The updated wording is considered reasonable, however, the final sentence after the dot point is not supported. It implies the actions from the City Plan: City Centre will be incorporated into the Strategy, which is not supported. Reasoning is provided in response to modification no. 30 below that speaks to this.
29)	Figure 1	Renamed City Centre Plan to City Plan: City Centre	Renamed to reflect new name of the City Plan: City Centre as it is the first in a suite of City Plans looking at different areas of the City.	It is recommended this modification is supported and has been included in **A8**.
30)	Table 6	Updated Rationale/reference and replaced existing actions (d) – (dd) with the planning actions within the City Plan: City Centre as follows: d) Review Planning Scheme and Activity Centre Plan to better support and attract City Centre housing. e) Identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including advocating to relevant State government authorities for investigations into: a. Fishing Boat Harbour and Norfolk Street Extension. b. Fremantle Oval Redevelopment Project.	To incorporate specific planning actions of the City Plan: City Centre into the Strategy.	The City Plan: City Centre has not been reviewed or endorsed by the WAPC. Although its contents generally align with the vision and objectives of the Strategy, there is a reluctance to include a large number of actions from the City Plan in the Strategy. Alternate wording is proposed to

		c. Housing Affordability, densification and residential uplift in City Centre. f) Implement CoF internal Whadjuk Noongar engagement protocol guidelines to improve community consultation outcomes. g) Investigate opportunities to expand heritage area policy protections across different areas within the City Centre. h) Investigate the opportunity to create a shared public space in the train station forecourt where vehicles are slowed, pedestrians are prioritised, and green space is improved in tandem with enhancing Pioneer Park and retrofitting or replacing the Spare Parts Puppet Theatre with a multifunctional community and cultural space. i) Encourage larger-scale (8 storey) development in key priority development areas outside of the historic West End through zoning and planning controls. j) Consider car parking maximums and/or zero-parking developments to promote affordable, transit-oriented housing. k) Collaborate with Fremantle Port Authority to ensure alignment between Victoria Quay planning and City planning, including activation of underutilised historic sheds for commercial, creative, and tourism uses. l) Align waterfront wayfinding between City and State to create a seamless Fremantle visitor experience. m) Collaborate with other agencies to deliver cohesive waterfront access that promotes walking and cycling, including improved connections across the rail line at Cliff Street, Fremantle Station, Norfolk Street and Wardan Lane. n) Investigate shared funding models such as developer contributions to ensure sufficient recreation, streetscape upgrades, and servicing infrastructure is available to serve future communities. o) Given Fremantle's unique geology and groundwater challenges, explore adaptive, long-term solutions beyond conventional engineering defences to mitigate flood risk. p) Plan for Esplanade Reserve upgrades to cater for increased density, including the removal of the surface car park near		acknowledge the role the City Plan will play in actioning the Strategy, while providing enough flexibility to ensure the Strategy is not bound by elements of the City Plan that would not ordinarily be supported by the WAPC.

		Norfolk Street Extension. q) Given the challenges of City Centre greening—such as below-ground infrastructure and microclimatic conditions—investigate ways to strengthen on-structure greening in new developments. r) Promote best-practice sustainability and Net-Zero planning in all developments. s) Work in partnership with the State Government on updated CHAR mapping and master planning to ensure that coastal adaptation responses are effectively integrated into long-term coastal planning and resilience strategies. t) Explore special planning control zones for development areas at risk of inundation. u) Advocate for provision of minimum 20% of homes in Government housing projects are social or affordable, in line with the WA Housing Strategy 2020–2030. v) Advocate and incentivise through planning controls a diverse mixture of housing supply in the City Centre, including crisis, social, affordable, aged care, student accommodation and other affordable co-living housing typologies. w) Encourage the provision of essential community infrastructure (e.g., supermarkets, childcare, schools) to support a growing City Centre population. x) Implement planning controls to increase ground-floor active frontages that improve street-level activation and surveillance. y) Consider planning controls promoting zero-parking development in order to reduce reliance on private vehicles as the primary mode of transport to and from Fremantle City Centre and aim to shift car parking to the edges. z) Create a cycling route around the Parry Street ring road, linking North and South Fremantle to the Perth-Fremantle PSP network. aa) Implement planning controls to ensure the provision of adequate secure end of trip facilities within new developments. bb) Develop a City Centre Parking Plan that supports parking in		

		strategic locations and which may enable a cash-in-lieu of car parking framework to invest in demand-based management systems and consolidated multi-storey facilities around the City Centre. cc) Advocate for long-term mid-tier and/or bus priority transport planning for key routes to improve links to south and east corridors of Fremantle, including opportunity for mid-tier transport along the freight line, pending Fremantle Ports relocation. dd) Advocate for new Swan River bridges to improve connections to future North Port development, pending Fremantle Ports relocation.		
31)	Table 6	Added explanatory text beneath the table: Complementing the above actions, the City Plan: City Centre breaks the Centre down into 9 distinct precincts and provides a spatial plan for each. The plan captures potential development opportunities, access and transport improvements, and green space linkages. These figures will assist in guiding statutory planning instruments and in liaising with external agencies such as Fremantle Ports Authority and the Department of Transport to integrate Victoria Quay and the Harbour into the wider planning context. The plans include indicative future residential capacity and retail space, and envision that the increased density and corresponding built form increases are located around the outside of the historic West End. Added figures 2-11 from the City Plan: City Centre.	To incorporate planning actions of the recently endorsed City Plan: City Centre into the Strategy.	It is recommended this modification is supported and has been included in **A8**. This added background information does not bind the Strategy but provides useful information about the content and objectives of the City Plan: City Centre.

(source: City Plan: City Centre)

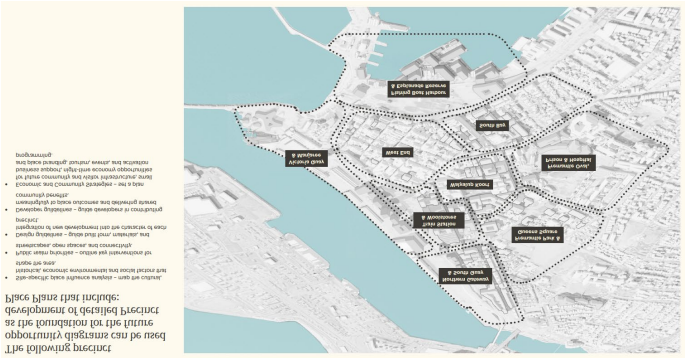
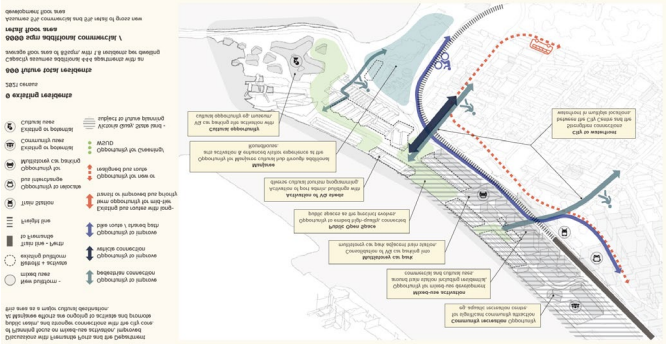


Figure 1: Victoria Quay and Manjaree (source: City Plan)


Opportunity to improve
Improve connection
Opportunity to improve
Water connection
Opportunity to improve
Pedestrian connection
Opportunity to improve
Pedestrian and cycle bridge
Opportunity to improve
Pedestrian and cycle bridge
Opportunity to improve
Pedestrian and cycle bridge
Improve connection
Improve connection
Improve connection

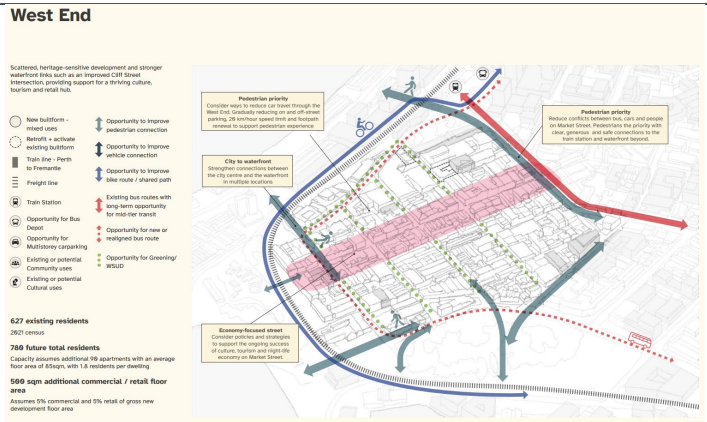


Figure 3: Fishing Boat Harbours & Esplanade Reserve (source: City Centre: City Plan)

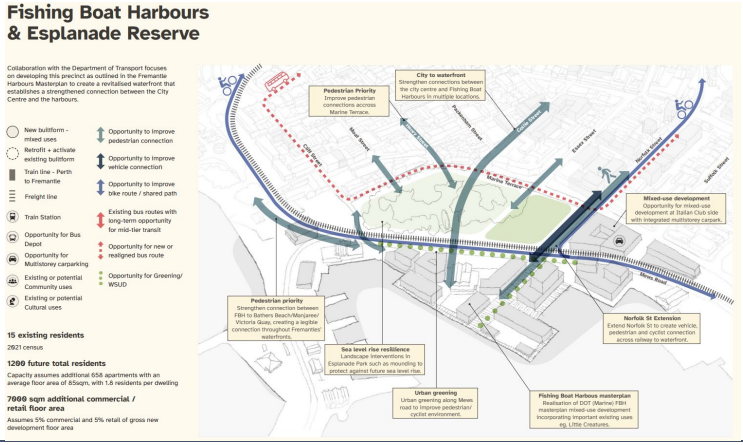


Figure 4: South Bay (source: City Centre: City Plan)

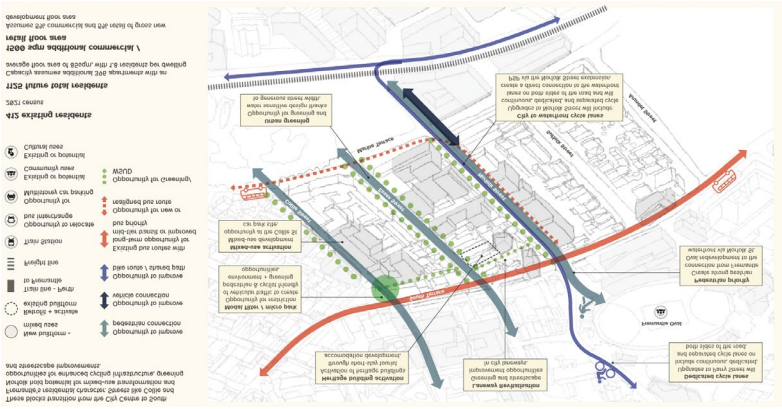


Figure 5: Fremantle Oval, Prison & Hospital (source: City Centre: City Plan)

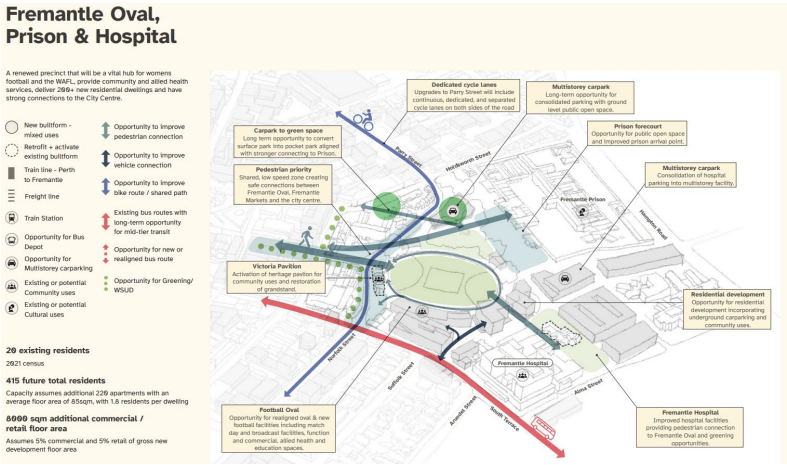


Figure 6: Walyalup Koort (source: City Centre: City Plan)

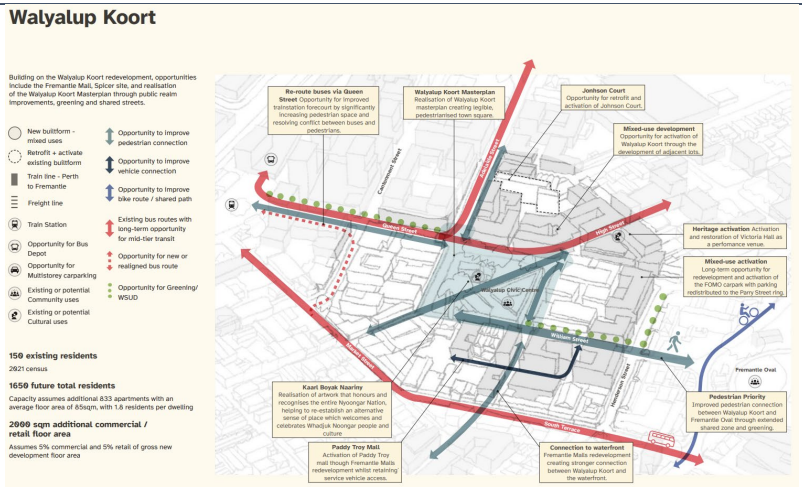


Figure 7: Train Station and Woolstores

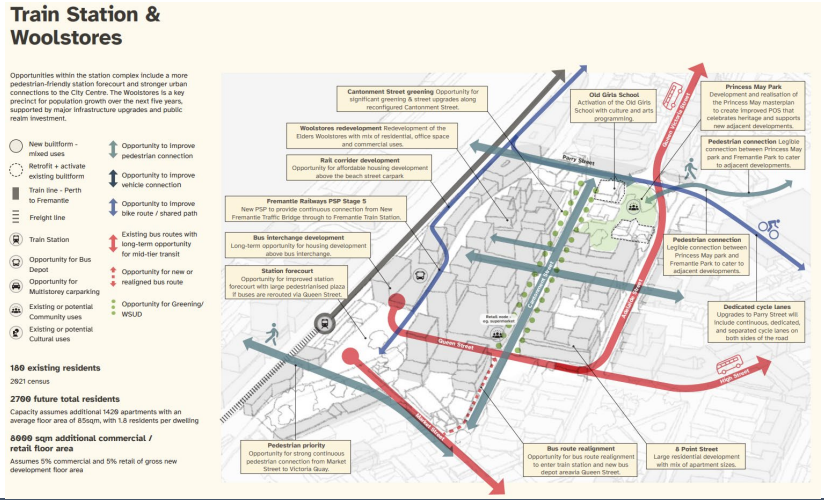
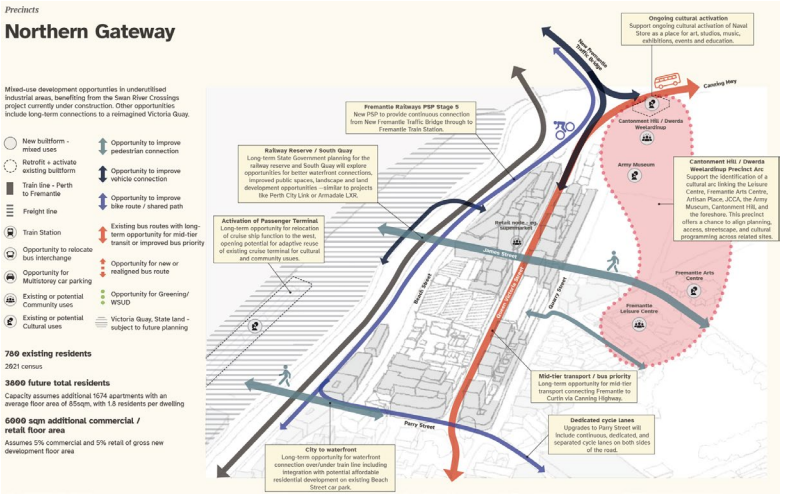
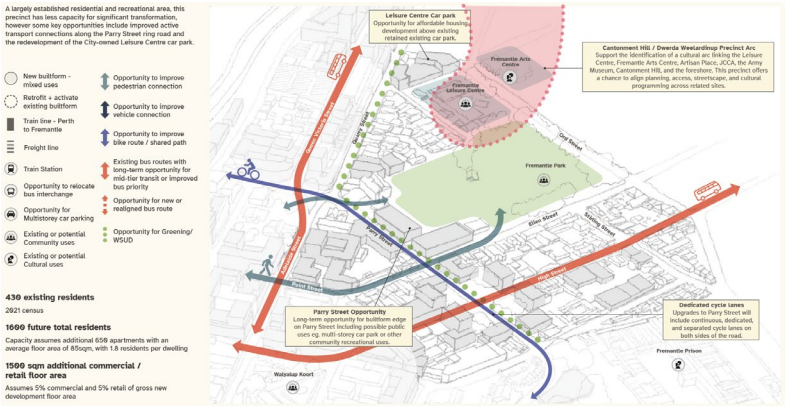
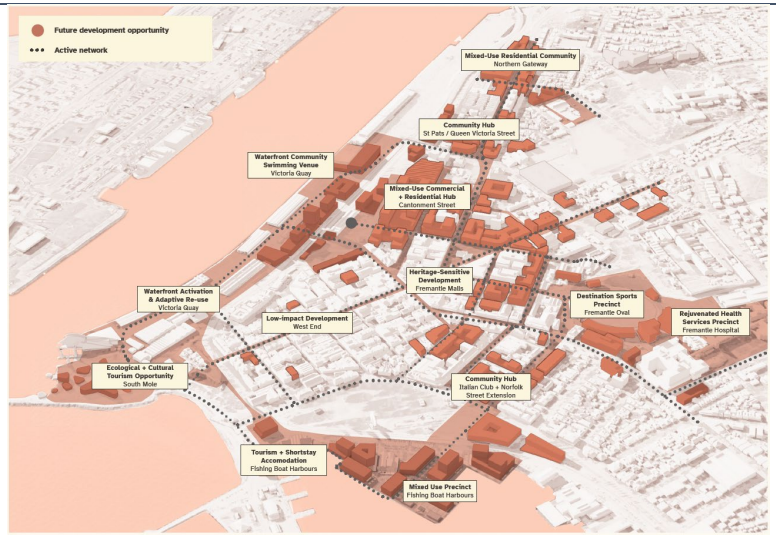


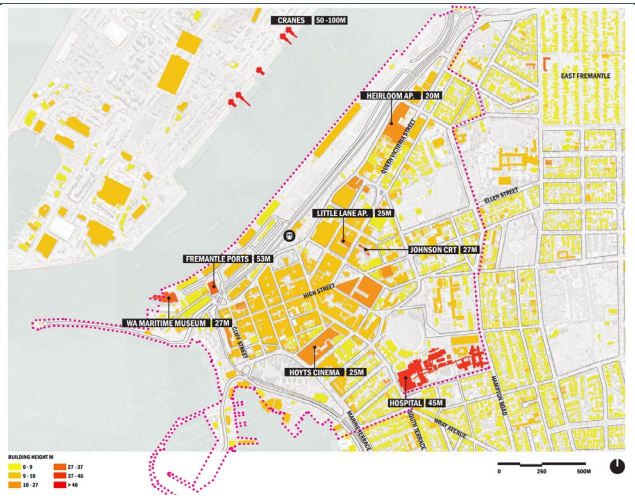
		Figure 8: Northern Gateway (source: City Centre: City Plan)  **Figure 9: Fremantle Park & Queens Square (source: City Centre: City Plan)**  		
32)	North Fremantle District Centre	Added the following text:	To reflect comments received as the current North Fremantle area is naturally progressing in a series of	It is recommended this modification is supported and has been included in **A8**.

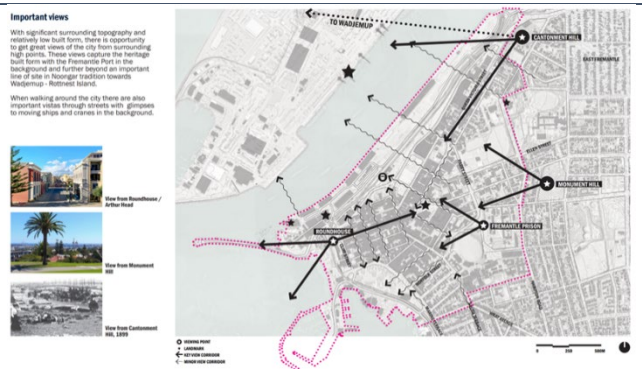
		Given the existing limitations, a disaggregated model that sees different components clustered in separate nodes that nonetheless serve the overall district is also worthy of investigation.	separate retail/commercial nodes that serve different purposes and future outcomes may lean into this rather than try to consolidate it given the limited urban environment.	
33)	Table 7	Added the following text into the second dot point: including collaboration with adjoining local governments, to ensure coordinated and integrated planning outcomes.	Based on comments received as any structure plan will impact adjoining local governments.	It is recommended this modification is supported and has been included in **A8**.
34)	4.2.2 Future Urban Intensification Area North Fremantle Urban Precinct	Amended the Future of Fremantle Planning issue to read: Ensuring that urban integration and development in the area is generally in keeping with the Future of Fremantle vision.	To reflect the Future of Fremantle planning that has occurred since the Strategy was first endorsed in 2022.	It is recommended this modification is supported and has been included in **A8**.
35)	Figure 15: Strategy Map	Added the text: Note that all non-Stage 1 METRONET public transport proposals are subject to further investigation and will be refined as part of a future review of the frameworks.	Disclaimer added on advice of MRWA to reflect current conditions.	It is recommended this modification is supported and has been included in **A8**.
Part Two				
36)	Throughout	Figures, tables and heading numbers corrected.	Numbering of tables and headings was incorrect (duplicates, missed numbers, etc.). New figures have been added.	It is recommended this modification is supported and has been included in **A8**.
37)	Throughout	References to Part 1 and 2 corrected	Corrected to reflect new numbering, headers and mapped planning areas.	It is recommended this modification is supported and has been included in **A8**.
38)	Throughout	Replaced “Department of Transport” with “Department of Transport and Major Infrastructure”	Comments received on the updated department naming	It is recommended this modification is supported and has been included in **A8**.

39)	Table 1	Deleted the following: Response: Review planning scheme to ensure Telecommunications infrastructure is not designated as a 'use not permitted' (X) by the scheme in any zone in the zoning table. (T2: 5ix.bb)	This action has occurred in the current scheme since this objective was drafted in 2022.	It is recommended this modification is supported and has been included in **A8**.
40)	Table 3 – 1.5 Bicycle Planning	Modified response as follows: **Promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network and reduces use of cars** ~~Continue to maintain requirements for end of trip facilities for significant new development.~~	Updated to reflect wording of action in Part 1 to improve non-car transportation.	It is recommended this modification is supported and has been included in **A8**.
41)	Table 3 - 1.6 6 Planning to Support Transit Use and Development	Added the following comment: Review parking standards and transfer to planning policy.	Updated to reflect the decision to create a new scheme consistent with the MST, which recommends removal of car parking standards from scheme.	It is recommended this modification is supported and has been included in **A8**.
42)	Table 3 – 5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space.	Deleted: Continue to manage parks and recreation reserves to respond to open space and recreational needs of the community and environmental values. (T4: 2ii.d)	Corresponding Part 1 action has been deleted.	It is recommended this modification is supported and has been included in **A8**.
43)	Table 4 - Renewable energy facilities	Deleted reference to solar farm in Hollis Park	Development approval has lapsed and the farm is not proceeding.	It is recommended this modification is supported and has been included in **A8**.
44)	3.9 City Plan: City Centre	Added the following text to end of paragraph 2: This was followed by development of a number of "What if?" scenarios, involving potential responses to these challenges. Both the City Plan: City Centre and the What if? scenarios were advertised to the community for comment.	To provide background on the full process of the City Plan: City Centre.	It is recommended this modification is supported and has been included in **A8**.
45)	3.9 City Plan: City Centre	Text modified as follows: Planning outcomes of the City Centre City Plan, ~~and subsequent City Plans, will be~~ **have been** incorporated into ~~amendments to~~ this Local Planning Strategy and **will be incorporated into** the Scheme ~~and~~ **to** ~~will~~ shape future projects, precinct planning,	To update the fact that the City Plan: City Centre has been incorporated into the Strategy.	It is recommended this modification is supported and has been included in **A8**.

46)	3.9 City Plan: City Centre	Added the following dot points: • Unlocking vacant, neglected or underutilised sites. • Influence strategic priorities and shifts in state government agenda.	To reflect additional considerations that came out of the finalisation of the City Plan: City Centre.	It is recommended this modification is supported and has been included in **A8**.
47)	3.9.1 Spatial Background	Added the following: 3.9.1 Spatial Background A major part of the City Plan is promoting the City Centre as a mixed-use area, similar to how it was in the early 20th century, before the significant and gradual decline of its residential population. The spatial strategy (Figure 4) identifies key areas around the City Centre with development potential, where increased density could accommodate new residents while also attracting more businesses and tourists. By mapping underutilised sites (such as those without significant heritage value, industrial sites, and vacant land), there is the potential to accommodate a capacity of approximately 10,000 residents (3.5 times the current population) and up to 20,000 jobs (double the existing number of jobs). The majority of this transformational potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre while maintaining the predominantly 2-4 storey urban setting within the West End. The City Centre's cultural vibrancy—driven by its nightlife, bars, and cafes— is essential to its ongoing appeal. However, this strategy emphasises the need to increase the residential population, particularly in the underdeveloped areas surrounding the historic core. Densifying the City Centre will help create a more vibrant, 24-hour, walkable environment—aligning with the concept of truly mixed-use cities, a model common in Europe but less prevalent in Australia. Figure 4: Spatial strategy (source: City Plan: City Centre)	New section added to provide the background from the City Plan: City Centre. This background provides valuable figures showing the current spatial setout of the city, key building heights, viewlines, heat maps, and access routes that are all to be maintained or enhanced. It can be used to set the benchmark for future built form development and the limitations of such development as well as where the City would like to see substantial development.	It is recommended this modification is supported and has been included in **A8**. It provides beneficial background information regarding the City Plan: City Centre that supports the Strategy. It is noted that while the inclusion of specific actions from the City Plan: City Centre in the Strategy are not supported, general consideration for the City Plan: City Centre in the Strategy is appropriate.

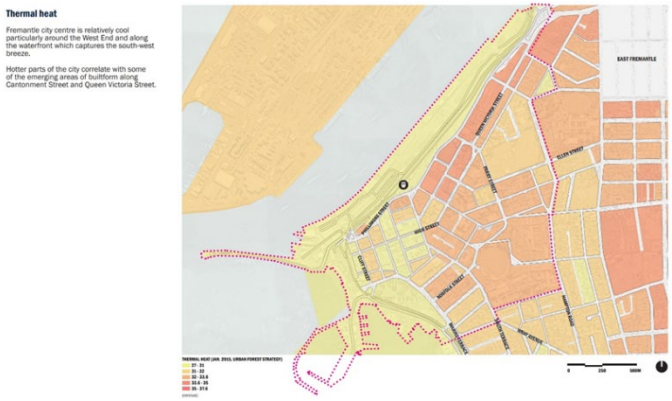
		 Baseline mapping carried out as party of the City Plan: City Centre demonstrates that buildings within the State Heritage-Listed West End area are generally 2-3 storeys, with some up to 4 storeys and a rare few up to 5 storeys. Where 5 storeys has been permitted, the development has been designed so that the top storey is not visible from the street. In any case, none of the heights are greater than 18 metres in height (In Figure 5, the two lots within the historic West End shown as greater than 18m refers to the highest points, which comprise architectural features or roof pitches, not full storeys). Buildings to the south of Norfolk Street and within the scheme area tend to comprise low-scale residential with some mixed use developments. Figure 5: Existing building heights (source: City Plan: City Centre Baseline Report)		

		 This height limitation is crucial in maintaining the heritage significance of the area as a whole by preserving its setting. Therefore, significant, larger development will occur on around the historic West End. View lines down High Street and the arterial streets branching off should be preserved from a pedestrian viewpoint, with heights kept low or with higher storeys not visible from the street, to reflect the historic pattern of development. Views to and from the Fremantle Prison, the Roundhouse, Monument Hill, and Cantonment Hill should also be preserved and maintained in a wider context. A draft of the City Centre City Plan is expected to be put out for public comment in mid-2025. Figure 5: Existing view lines (source: City Plan :- City Centre Baseline Report)		

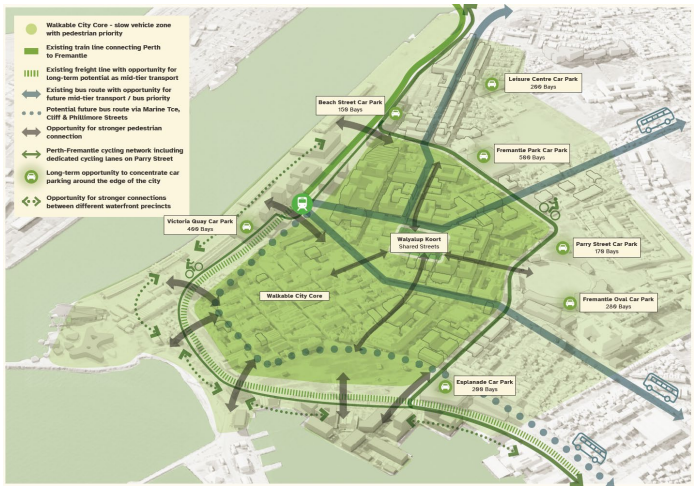


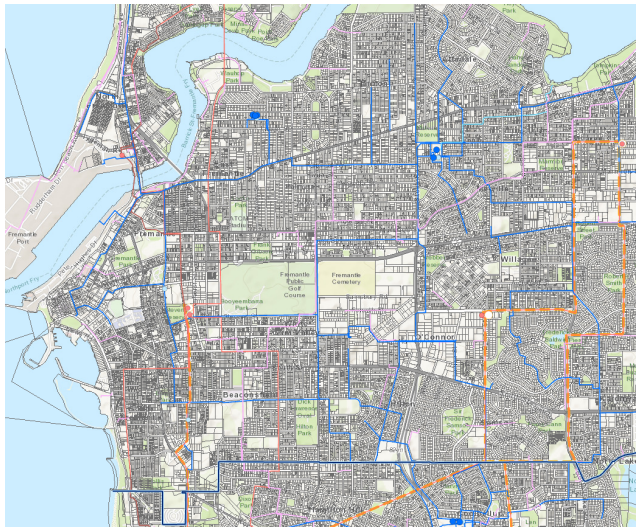
Heat mapping carried out demonstrates the lack of tree canopy and other vegetation on private land in the greater City Centre area due to traditional built form, such as warehouses serving the port, that takes up the entire site.

Figure 7: Heat map (source: City Plan :- City Centre Baseline Report)



A long-term goal is to reduce reliance on private vehicles as the primary mode of transport to and from Fremantle City Centre. As the City Centre population grows, we will gradually need to reduce the supply of on- and off-street parking, and aligning with our Integrated Transport Strategy, aim to gradually shift this car parking provision from the City Core to multi-storey facilities around the edges. A key example of this opportunity exists at the Esplanade, where surface

		parking could be replaced with integrated parking in the future redevelopment of Marin Terrace (the Italian Club). Additional initiatives include dedicated cycling routes along Parry Street, linking to the Perth–Fremantle PSP network, and exploring future mid-tier or bus priority transport options—potentially along the freight line (post-port) or along existing bus routes. Figure 8: Access spatial strategy (source: City Plan: City Centre)  		
48)	4.1.1 Demographic profile	Amended text under **Comparison** dot point as follows: • A much higher proportion of attached and medium to high density dwellings (39.9%) than the metropolitan average (22.1%), with a population density of 16.62 p/ha (more than double that of its region). Recent increases in dwelling numbers have largely ~~beenin~~ **been in** medium to high density dwellings. Fremantle also has a higher percentage of 1 and 2 bedroom dwellings (36.4%) comparatively to greater Perth (16.2%) better catering to smaller household sizes.	Typo	It is recommended this modification is supported and has been included in **A8**.
49)	4.5.4 Servicing (Gas Pipeline, Water Corporation, Western Power)	New text and map added: Consideration should also be made for development abutting existing or future transmission infrastructure including	On advice of Western Power to consider transmission infrastructure.	It is recommended this modification is supported and has been included in **A8**.

		substation/terminal site(s) as well as easements and safe clearance corridors as shown in Figure 40. Figure 41: Western Power transmission infrastructure (Source: PlanWA SLIP Database) 		

City of Fremantle – Draft Local Planning Strategy

SCHEDULE OF MODIFICATIONS

Number	Reference	Modification	Rationale
Part One			
1.	N/A	Included certification page	To support final endorsement.
2.	Throughout	• Remove “draft” as a reference of the Strategy; • Replace “Department of Transport” with “Department of Transport and Major Infrastructure”; • Update rationale and numbering references in Tables 2–5 accordingly; and • Update or delete plan references in Tables 2–5 accordingly.	• In preparation for final approval. • Based on agency comments received. • References updated to correct numbering and reflect heading and updated mapping elsewhere in Parts 1 & 2.
3.	Various	Update references from "Curtain" to "Curtin" in the following sections: • Table 7 – B Activity Centre – District. Matters to be considered column; • Table 9 – C Future Urban. Matters to be considered column; and • Table 10 – Urban Corridor Planning Actions. Matters to be considered column).	Administrative update.
4.	Various	Reference the WA Climate Policy in the rationale column of the following sections: • Table 2 – 1. Urban Structure – Actions a., f. and bb; and • Table 5 – 1. Transport – Actions f.	Acknowledgement of the WA Climate Policy.
5.	Various	Update references of "Future Fremantle" to "Future of Fremantle" or "Future of Fremantle Place and Economic Vision" in the following sections: • Section 3.3; • Section 3.3.1 – Planning response – 2. Port; • Table 6 – A Activity Centre – Strategic. Matters to be considered column; • Table 7 – B Activity Centre – District. Matters to be considered column; and • Table 9 – C Future Urban. Matters to be considered column.	To provide consistency and appropriate naming of the Future of Fremantle Place and Economic Vision document.

6.	Section 1 Introduction	Replace the following wording: “The local planning strategy forms the strategic basis for the review and update of the City of Fremantle’s Local Planning Scheme No. 4 (LPS 4).” With the following: “The local planning strategy forms the strategic basis for the review and update of the City of Fremantle’s new local planning scheme.”	The current Report of Review recommends the City prepare a new local planning scheme.
7.	Section 3.2 Community, urban growth and settlement	Replace the following wording: “The population of Fremantle grew 5,806 people between….” With the following: “The population of Fremantle grew by 5,806 people between….”	Administrative update.
8.	Section 3.2 Community, urban growth and settlement	Italicise titles of state planning documents in the second paragraph.	Administrative update.
9.	Section 3.2 Planning Response. 2. Housing	Replace the following wording: “Accommodate diverse housing which meets or exceed infill targets while accommodating different community needs and incomes, in a market–driven economy, including to provide affordable housing and sufficient housing for the elderly and people with disabilities.” With the following: “Accommodate diverse housing which meets or exceed**s** infill targets while accommodating different community needs and incomes, in a market–driven economy, including providing affordable housing and sufficient housing for the elderly and people with disabilities.”	Administrative update.

<table>
<tr><td>10.</td><td>Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions. 1(i)(b) – Action</td><td>Include the following wording after “addition of minimum yields…”:

“and collaborate with adjoining local governments (where relevant) to coordinate planning objectives”.</td><td>In response to comments received noting that certain actions will impact adjoining local governments.</td></tr>
<tr><td>11.</td><td>Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions. 1(ii)(e) – Rationale</td><td>Include the following wording after “uptake and retail needs…”:

“and collaborate with adjoining local governments to ensure coordinated planning and service delivery.”</td><td>In response to comments received noting that certain actions will impact adjoining local governments.</td></tr>
<tr><td>12.</td><td>Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions. 2(iii)(h) – Action</td><td>Update the wording of “incentivizing” to “incentivising”.</td><td>Administrative update.</td></tr>
<tr><td>13.</td><td>Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions. 2(iv)(n)</td><td>Insert the following new action, corresponding rationale and timeframes:
<table>
<tr><td>Advocate for affordable and social housing initiatives to be embedded in the state planning framework.</td><td>Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub–regional planning framework, CoF SCP
Part 2: 4.2.1 Housing</td><td>Medium term
(5 – 10 years)</td></tr>
</table></td><td>To reflect housing affordability goals and in the context of stakeholder discussions during City Centre: City Plan that affordable housing criteria should come from the state government.</td></tr>
</table>

14.	Table 2: Community, Urban Growth and Settlement – 2(iv)(o)	Insert the following new action, corresponding rationale and timeframes: Create design guidance or policies for alternate housing types that are currently absent from the planning framework, such as student housing, co–living, etc. | Reference: Part 2: 4.2.1 Housing | Medium term (5 – 10 years)	To reflect an uptick in new development types received by Fremantle and other local governments in anticipation of future housing needs.
15.	Table 2: Community, Urban Growth and Settlement – 5(ix)(x)(iv)	Replace the following wording: “Considering the adequacy of the Leighton-Port Beach foreshore reserve and expanding to accommodate modelled coastal processes and future recreational need.” With the following: “Investigating Coastal foreshore management solutions within the Parks and Recreations Reserve to provide for an appropriate response to coastal processes.”	Ensures consistency in approach to coastal erosion, pursuant to Future of Fremantle Place and Economic Vision, while acknowledging that the lifting of urban deferment under the MRS is currently under review.
16.	Table 2: Community, Urban Growth and Settlement – 5(ix)(bb) – Action	Delete the following wording: “bb. Consider undertaking a scheme amendment to reflect State Planning Policy 5.2 – Telecommunication Infrastructure, to ensure Telecommunications infrastructure is not designated as a ‘use not permitted’ (X) in any zone in the zoning table.”	Action has been fulfilled since the Strategy was drafted. Telecommunications is now a considered use in the Industrial zone.
17.	Section 3.3 Economy and Employment – Port	Update references to Future of Fremantle Place and Economic Vision to reflect its status as completed and endorsed.	To reflect its completion and endorsement by the State government.
18.	Section 3.3 – Port	Insert the following wording at the end of this section: “The western end of Victoria Quay has already been rezoned to allow redevelopment as a cultural and tourism–based precinct. Being	As requested by Fremantle Port Authority (FPA).

		adjacent to the Fremantle city centre and Fremantle train station, this area has the potential to create significant growth in business activity and employment. Precinct planning, along with better connectivity between the City and Victoria Quay is needed to enable this."	
19.	Table 3: Economy and Employment – Planning Directions and Actions – 1(ii)(h) – Action	Include the following wording after "McCabe Street Development Areas…": "in coordination with neighbouring local governments to ensure alignment with broader planning objectives and community needs."	In response to comments received noting that certain actions will impact adjoining local governments.
20.	Table 3: Economy and Employment – Planning Directions and Actions – 1(ii)(j)	• Include "Queen" wording before "Victoria Street"; • Update rationale references to Part 2 accordingly; and • Update plan references accordingly.	Administrative update and to match headings and numbering elsewhere.
21.	Table 3: Economy and Employment – Planning Directions and Actions – 2(iv)(m)	Replace the following wording: "m. In preparing the City Plan: City Centre to, identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including ways of advocating to relevant State government authorities for investigations into:" With the following: "m. Utilise the City Plan: City Centre to identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including advocating to relevant State government authorities for investigations into:".	City Plan has been endorsed by Council and integrated into Strategy.
22.	Table 3: Economy and Employment – Planning Directions and Actions – 2(iv)(m)(i)	Include the following wording after "Rail Crossing Improvements – to connect City to Waterfront,…": "including but not limited to: • Cliff Street/Phillimore Street intersection; • Fremantle Train Station pedestrian crossing (west of station); and • Parry Street proposed vehicle crossing."	Response to FPA comments consolidating rail crossing improvements.

<table>
<tr><td>23.</td><td>Table 3: Economy and Employment – Planning Directions and Actions – 2(iv)(m)</td><td>Delete actions iv, v & vi.</td><td>Relocate actions not relating to the FPA to other sections of the Strategy.</td></tr>
<tr><td>24.</td><td>Table 3: Economy and Employment – Planning Directions and Actions – 2(iv)(o)</td><td>Insert the following new action, rationale and timeframe:
<table>
<tr><td>Work collaboratively with Fremantle Ports to support the continued transformation of the West End of Victoria Quay into a vibrant waterfront destination for tourism and trade, to support increased visitation, recreation and employment that is complementary to the broader City Centre</td><td>Reference: MRS, CoF SCP
Part 2: 4.3.2 Employment, 4.3.3 Industry</td><td>Ongoing (throughout the life of the LPS, requiring regular review)</td></tr>
</table></td><td>Response to FPA comments to focus on Victoria Quay revitalisation.

Specific “west end” wording specifies the ‘West End of Victoria Quay’ rather than Victoria Quay in its totality due to the likely ongoing use of port land.</td></tr>
<tr><td>25.</td><td>Table 3: Economy and Employment – Planning Directions and Actions – 3(v)(q)(r)(s)(u)</td><td>Update headings, numbering and plan references to match other references in Strategy.</td><td>To match correct heading titles, numbering and plan reference mapping in Parts 1 and 2.</td></tr>
<tr><td>26.</td><td>3.4 Environment</td><td>Replace the following wording:

“Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle’s historic heritage”

With the following:</td><td>To acknowledge that heritage encompasses European built form and Aboriginal heritage.</td></tr>
</table>

		“Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle’s Aboriginal and built historic heritage”	
27.	Section 3.4.1 Planning Response	Update wording to acknowledge the climate change impacts on Fremantle's economy, in addition to the already listed heritage, vegetation, infrastructure and lifestyle implications.	Alignment with the WA Climate Policy.
28.	Section 3.4.1 Planning Response	Replace the following wording: “water and bushfire management has the potential to contribute to reducing carbon emissions and or combat the effects of climate change.” With the following: “water and bushfire management has the potential to contribute to both reducing carbon emissions and or combating the effects of climate change.”	Alignment with the WA Climate Policy.
29.	Table 4: Planning Directions and Actions – 1(i)	Update wording from "…and mitigation of the change…" to "…and reducing emissions that cause climate change".	Alignment with the WA Climate Policy.
30.	Table 4: Planning Directions and Actions – 1(i)(a)	Update wording to include reference to urban form that is more resilient to the increased frequency and severity of extreme weather and natural disasters as a result of climate change.	Alignment with the WA Climate Policy.
31.	Table 4: Planning Directions and Actions – 1(i)(c)	Update the wording under the rationale column to include SPP 2.0 Environment and Natural Resources policy.	Alignment with the WA Climate Policy.
32.	Table 4: Planning Directions and Actions – 2(ii)	Update the wording to reference the benefits an increased tree canopy would have on cooling.	Alignment with the WA Climate Policy.
33.	Table 4: Planning Directions and Actions – 2(ii)(g)	Replace existing action with the following new action: “Consider local foreshore assessments and CHRMAPs of estuaries to determine impact of estuary level rise on built and natural foreshore assets. Use as a basis to inform adaptive management measures and consideration of the potential to expand foreshore areas, including consideration for local road closures and the consolidation of car parks to facilitate foreshore expansion.”	On advice of DBCA. The wording was slightly modified from what the City proposed in **A6** to include wording to consider the implications of local road closures and the consolidation of car parks.

<table>
<tr><td>34.</td><td>Table 4: Planning Directions and Actions – 2 (ii)(h)</td><td>Insert the following wording at the end of the action:

“Includes reviewing the Significant Tree and Vegetation Areas register and the Tree Protection planning policy for efficacy and investigating other options for tree protection and canopy increase.”</td><td>Mention of trees and the tree register consolidated from (g) into existing action (h) to avoid overlap.</td></tr>
<tr><td>35.</td><td>Table 4: Planning Directions and Actions – 2 (iv)(k)</td><td>Replace the following wording:

“Identify whether there are areas outside of the Leighton and Mosman Park Beaches Coastal Adaptation Plan at risk of coastal impacts and define any necessary mitigation responses.”

With the following:

“Identify whether there are areas outside of the Leighton and Mosman Park Beaches Coastal Adaptation Plan at risk of coastal impacts, including collaborating with adjoining local governments and define any necessary mitigation responses.”</td><td>In response to comments received noting that certain actions will impact adjoining local governments.</td></tr>
<tr><td>36.</td><td>Table 4: Planning Directions and Actions – 4(iv)(k)</td><td>Remove duplicate SPP 3.4 wording from the Rationale column.</td><td>Administrative update.</td></tr>
<tr><td>37.</td><td>Table 4: Planning Directions and Actions – 2(iv)(l)</td><td>Insert “Coordinating with adjoining local governments…” wording at the start of the action.</td><td>In response to comments received noting that certain actions will impact adjoining local governments.</td></tr>
<tr><td>38.</td><td>Table 5: Infrastructure – Planning Directions and Actions – 2(iv)(i)</td><td>Insert the following new action, rationale and timeframe:
<table>
<tr><td>Work collaboratively with Fremantle Ports and the PTA to improve pedestrian and vehicle connections across the rail line and better integrate Victoria Quay with the City Centre.</td><td>Reference: CoF SCP & ITS
Part 2:4.5.1.3 Freight, 4.5.2 Fremantle Port</td><td>Ongoing (throughout the life of the LPS, requiring regular review)</td></tr>
</table></td><td>On advice of PTA and consistent with the City Plan: City Centre to integrate Victoria Quay into the City Centre.</td></tr>
</table>

<table>
<tr><td>39.</td><td>Table 5: Infrastructure – Planning Directions and Actions – 4(vi)(p)</td><td>Insert the following new action, rationale and timeframe:<table><tr><td>Assist in facilitating the appropriate provisions for electricity transmission infrastructure, including a trigger for Western Power referral during the development process when development is proposed near terminals and substations.</td><td>Reference:
Part 2: 4.5.4 Servicing</td><td>Short term (1–5 years)</td></tr></table></td><td>On advice of Western Power, with rewording recommended. A Special Control Area is not considered a suitable mechanism for the provisions for electricity transmission infrastructure. Alternative wording is recommended that does not identify a specific mechanism but provides an action for the appropriate consideration of Western Power infrastructure.</td></tr>
<tr><td>40.</td><td>4.2.1 Activity Centres</td><td>Add the following text after the first paragraph:

The western end of Victoria Quay presents a distinct opportunity within the City Centre as an area that has been converted from active port into a public space. This area has already seen several significant developments and has the potential to offer much more in terms of employment and amenity.</td><td>On advice of FPA.</td></tr>
<tr><td>41.</td><td>4.2.1 Activity Centres</td><td>Add the following text after “…dwellers by the year 2050.”:

“This potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre. Locating substantial development around the outside of the West End preserves the historic setting and human–scale streetscape of low height (generally 2–3 stories but occasionally up to 5; all less than 18m in height) buildings within the historic centre and view corridors down streets and from significant locales.”</td><td>To reflect outcomes of the City Plan: City Centre and focus on height in and around the historic West End.</td></tr>
<tr><td>42.</td><td>Figure 1: City Centre Plan</td><td>Rename from “City Centre Plan” to “City Plan: City Centre”.</td><td>To reflect new name of the City Plan: City Centre as it is the first in a suite of City Plans looking at different areas of the City.</td></tr>
</table>

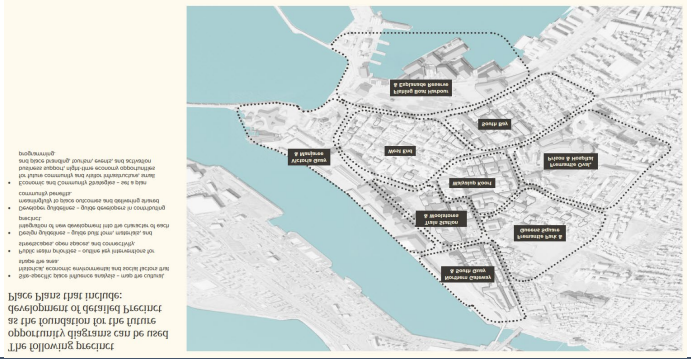
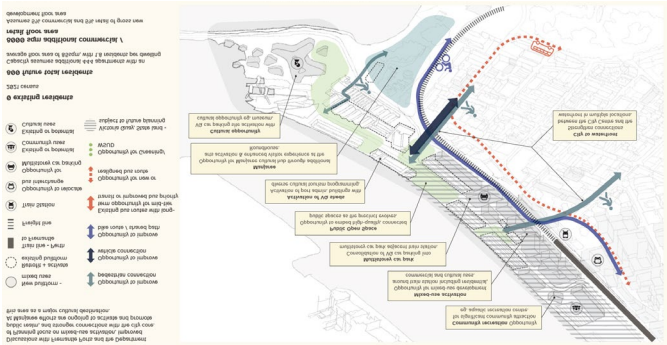
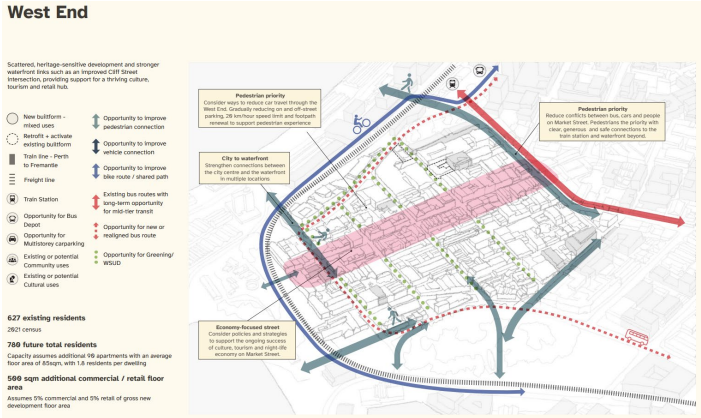
43.	Table 6: City Centre Planning Actions	Add the following explanatory text beneath Table 6: Complementing the above actions, the City Plan: City Centre breaks the Centre down into nine distinct precincts and provides a spatial plan for each. The plan captures potential development opportunities, access and transport improvements, and green space linkages. These figures will assist in guiding statutory planning instruments and in liaising with external agencies such as Fremantle Ports Authority and the Department of Transport to integrate Victoria Quay and the Harbour into the wider planning context. The plans include indicative future residential capacity and retail space and envision that the increased density and corresponding built form increases are located around the outside of the historic West End. Added figures 2–11 from the City Plan: City Centre. **(source: City Plan: City Centre)**  	To incorporate planning actions of the recently endorsed City Plan: City Centre into the Strategy.

		Figure 1: Victoria Quay and Manjaree (source: City Plan)  **Figure 2: West End (source: City Plan)**  **Figure 3: Fishing Boat Harbours & Esplanade Reserve (source: City Centre: City Plan)**	

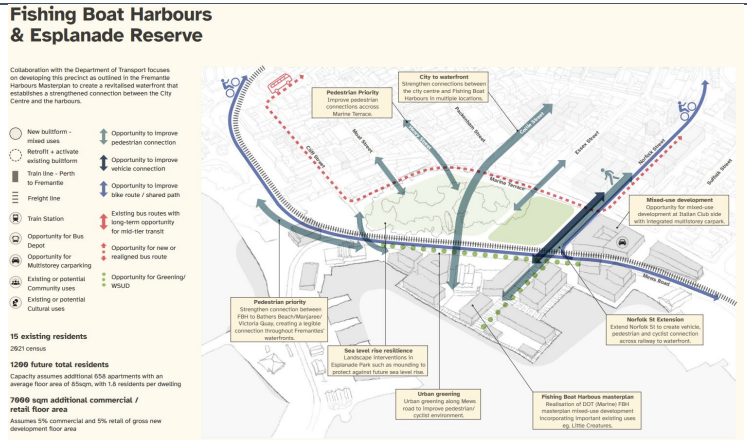
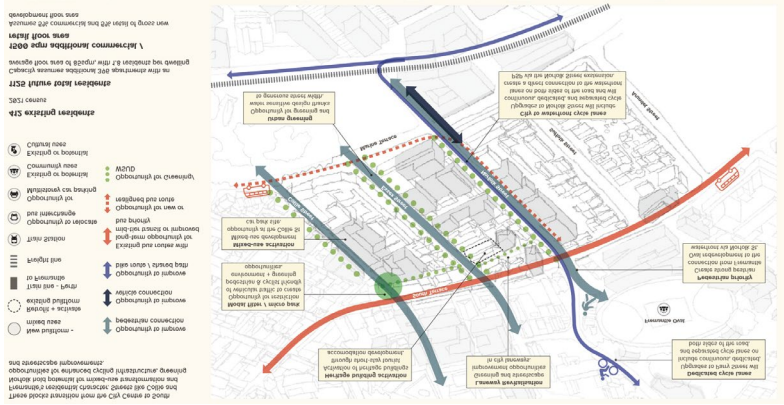


Figure 4: South Bay (source: City Centre: City Plan)


Fremantle's waterfront character, framed by the Cockburn and Marmion Hills between the mouth of the Swan River and the Indian Ocean, is a highly valued asset. Key opportunities for improved pedestrian and cycle connections and enhancements to the public realm are outlined in the Fremantle Ocean Strategy (2020) and the Fremantle Harbours Masterplan (2021). Key opportunities for improvements are:
New builtform - mixed uses
Retrofit + activate existing builtform
Train line - Perth to Fremantle
Freight line
Train Station
Opportunity for Bus Depot
Opportunity for Multistorey carparking
Existing or potential Community uses
Existing or potential Cultural uses
Opportunity to improve pedestrian connection
Opportunity to improve vehicle connection
Opportunity to improve bike route / shared path
Existing bus routes with long-term opportunity for mid-tier transit
Opportunity for new or realigned bus route
Opportunity for Greening/ WSUD
15 existing residents
2021 census
1200 future total residents
Capacity assumes additional 658 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling
7000 sqm additional commercial / retail floor area
Assumes 5% commercial and 5% retail of gross new development floor area
Improve pedestrian connection
Improve bike connection
Improve bike connection
Improve pedestrian connection
Improve pedestrian connection
Improve pedestrian

Centre: City Plan)

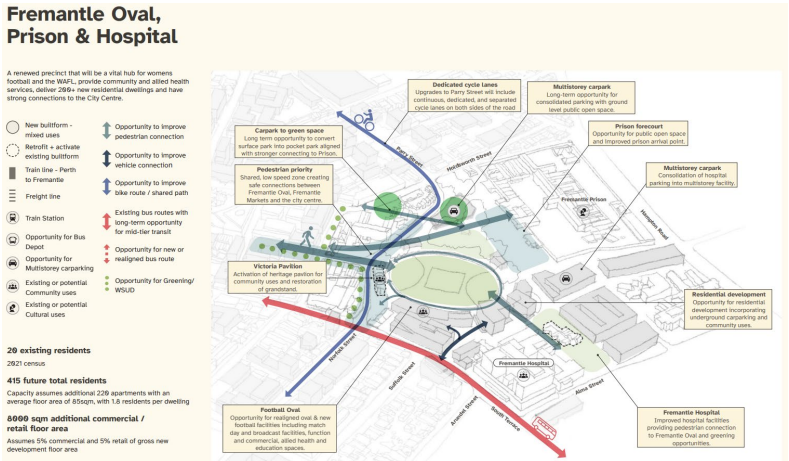


Figure 6: Walyalup Koort (source: City Centre: City Plan)

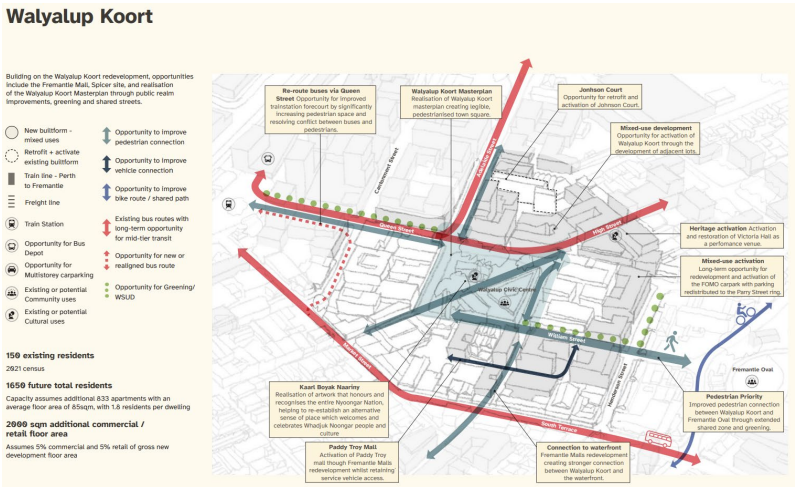


Figure 7: Train Station and Woolstores

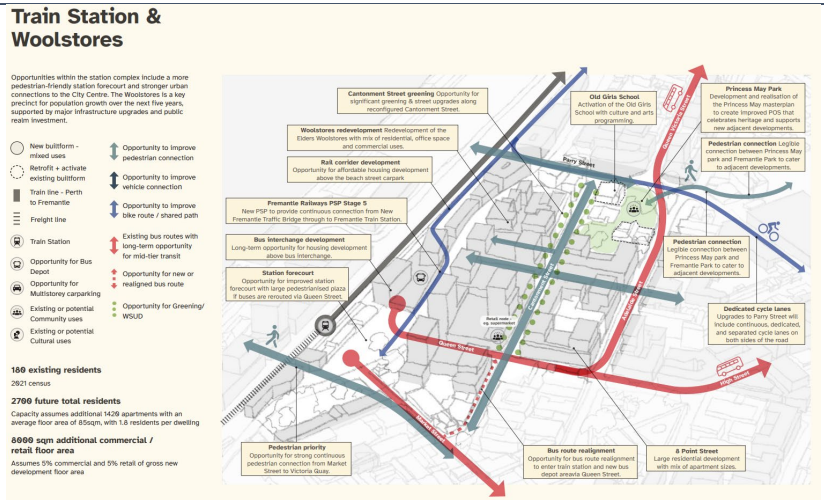


Figure 8: Northern Gateway (source: City Centre: City Plan)

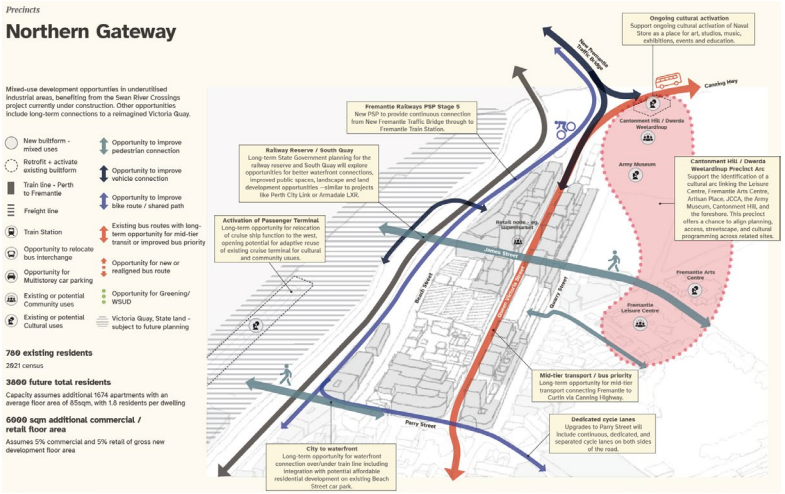
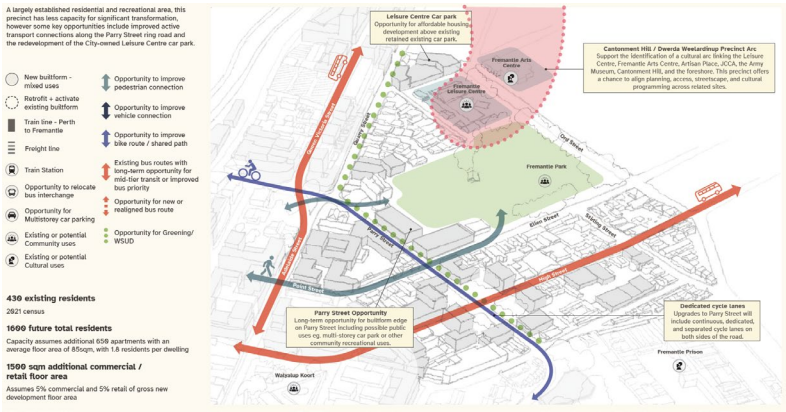


Figure 9: Fremantle Park & Queens Square (source: City Centre:

		City Plan)  	
44.	Section 4.2.1 – North Fremantle District Centre	Add the following text to the end of the last paragraph: “Given the existing limitations, a disaggregated model that sees different components clustered in separate nodes that nonetheless serve the overall district is also worthy of investigation.”	To reflect comments received as the current North Fremantle area is naturally progressing in a series of separate retail/commercial nodes that serve different purposes. Future outcomes may lean into this rather than try to consolidate it given the limited urban environment.
45.	Table 7: North Fremantle District Centre Planning Actions	Remove third action and replace with the following wording: “Investigate opportunities to integrate and connect abutting precincts, and identify new neighbourhood and local centres in North Fremantle”	District Structure Planning would overlap with the proposed PSP for the North Fremantle District Centre and is likely to duplicate works done as part of the Future of Fremantle Place and Economic Vision document and MRS Amendment 1400/41. It is also acknowledged that a DSP would sit outside the local planning framework and a local structure plan may be a suitable alternative for consideration as part of the Strategy.

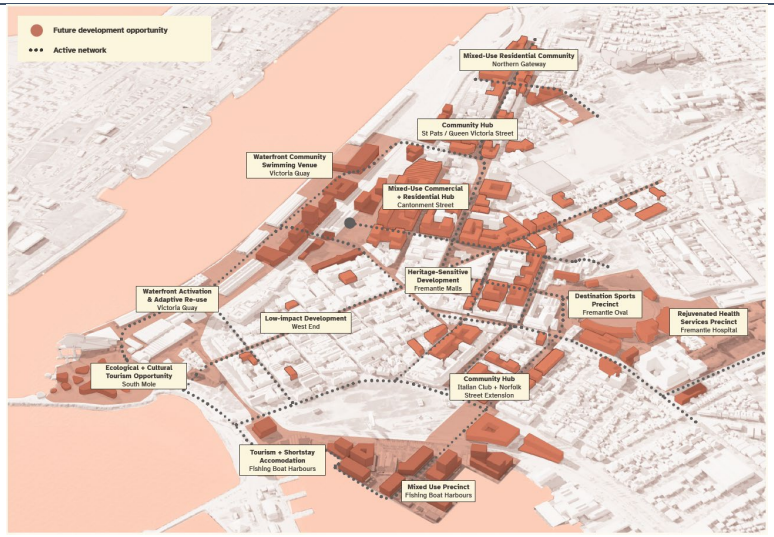
46.	Table 7: North Fremantle District Centre Planning Actions	Add the following text to the end of the second action: “including collaboration with adjoining local governments, to ensure coordinated and integrated planning outcomes.”	Based on comments received as any structure plan will impact adjoining local governments.
47.	4.2.2 Future Urban Intensification Area North Fremantle Urban Precinct	Amend the “Future of Fremantle Planning” issue to read as follows: “Ensuring that urban integration and development in the area is generally in keeping with the Future of Fremantle vision.”	To reflect the Future of Fremantle planning that has occurred since the Strategy was first endorsed in 2022.
48.	4.2.2 Future Urban Intensification Area North Fremantle Urban Precinct	Replace the following wording: “Determining the extent of land required for an expanded coastal foreshore Parks and Recreation Reserve that takes into account coastal processes.” With the following: “Investigate the extent of land required for the coastal foreshore Parks and Recreation Reserve that provides for an appropriate response to coastal processes.”	Ensures consistency in approach to coastal erosion, pursuant to Future of Fremantle Place and Economic Vision, while acknowledging that the lifting of urban deferment under the MRS is currently under review.
49.	Figure 15: Strategy Map	Amend Victoria Quay activity centre extent to exclude the area zoned Port Installations under the MRS.	A portion of the east side of Victoria Quay is included in the Strategy Map as an Activity Centre – Strategic but is reserved under the MRS for Port Installations. This area should be excluded from the activity centre designation to reflect the current and ongoing activities set to continue at the site for the life of the Strategy.
50.	Figure 15: Strategy Map	Add the following footnote: “Note that all non–Stage 1 METRONET public transport proposals are subject to further investigation and will be refined as part of a future review of the frameworks.”	Disclaimer added on advice of MRWA to reflect current conditions.

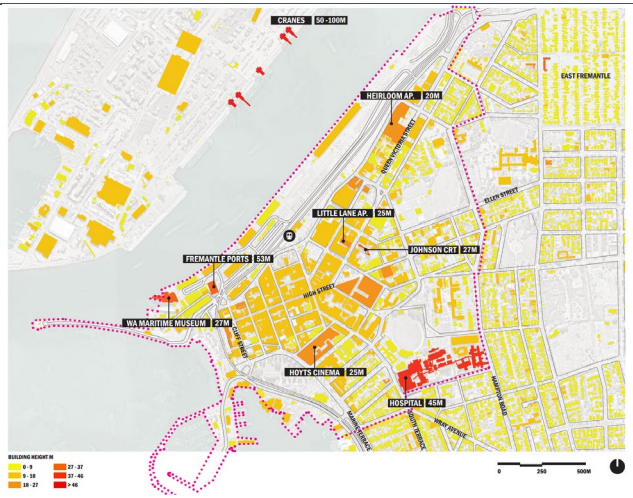
51.	Figure 15: Strategy Map	Amend the Planning Areas index in the bottom–left corner to accurately reflect the designated Planning Areas.	The Planning Areas index in its current form does not align with the designated Planning Areas.
Part Two			
52.	Throughout	Correct figures, tables and heading numbers accordingly.	Numbering of tables and headings was incorrect (duplicates, missed numbers, etc.). New figures have also been added.
53.	Throughout	Correct references to Part 1 and 2.	To reflect new numbering, headers and mapped planning areas.
54.	Throughout	Replace “Department of Transport” with “Department of Transport and Major Infrastructure”.	Comments received on the updated department naming.
55.	Table 1: State Planning Policy Overview and Local Planning Strategy Implications and Responses	Update wording from "CHARMAPs" to "CHRMAPS".	Administrative update.
56.	Table 1: State Planning Policy Overview and local planning strategy implications and responses - Draft State Planning Policy 2.9 – Planning for Water (SPP2.9)	Update to reflect the recently adopted SPP 2.9 – Water.	To reflect the current State planning framework.
57.	Table 1: State Planning Policy Overview and local planning strategy implications and responses - State Planning Policy 3.4 – Natural Hazards and Disasters (SPP 3.4) 2006	Update implications as a result of the recently adopted SPP 2.9 – Water.	To reflect the current State planning framework.
58.	Table 1: State Planning Policy Overview and Local Planning Strategy Implications and Responses – State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) 2015	Update to reference the current version of SPP 3.7 – Bushfire.	To reflect the current State planning framework.

59.	Table 1: State Planning Policy Overview and Local Planning Strategy Implications and Responses – State Planning Policy 5.2 Telecommunications Infrastructure (SPP 5.2) (2015)	Deleted the following text: “Response: Review planning scheme to ensure Telecommunications infrastructure is not designated as a ‘use not permitted’ (X) by the scheme in any zone in the zoning table”. (See Part 1 – Table 2: 5(ix)(bb)”.	This action has been fulfilled in the current scheme since this objective was drafted in 2022.
60.	Table 3: Operational policies – 1.5 Bicycle Planning	Replace the following wording: “Continue to maintain requirements for end of trip facilities for significant new development.” With the following wording: “Promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network and reduces use of cars.”	To reflect wording of corresponding action in Part 1 to improve non–car transportation.
61.	Table 3: Operational policies – 1.6 Planning to Support Transit Use and Development	Add the following at the end of the text in the “Local Planning Strategy Implications and Responses” cell: Review parking standards and transfer to planning policy.	To reflect the decision to create a new scheme consistent with the Model Scheme Text, which recommends removal of car parking standards from scheme.
62.	Table 3: Operational policies – 5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space.	Deleted the following text: “Continue to manage parks and recreation reserves to respond to open space and recreational needs of the community and environmental values”. See Part 1 – Table 4: (2)(ii)(d).	The corresponding Part 1 action has been deleted.
63.	Table 4: Position statement and guidelines – Renewable energy facilities	Delete reference to solar farm in Hollis Park.	Development approval has lapsed and the farm is not proceeding.
64.	Table 9 – Other strategies, plans and policies	Update "Port and Leighton Beach CHRMAP" wording to "Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan".	The table references the incorrect document.
65.	Table 9 – Other strategies, plans and policies	Update "Southern Beaches CHRMAP" wording to "City of Fremantle South Fremantle Coastal Adaptation Plan (2016)".	The table references the incorrect document.

66.	Table 9 – Other strategies, plans and policies	Update the date listed for the Climate Change Adaption Plan to reflect its completion	The Climate Change Adaption Plan is dated "reviewed 2020". As it is finalised, it should be updated accordingly.
67.	3.9 City Plan – City Centre	Insert the following text to the end of paragraph two: “This was followed by development of a number of “What if?” scenarios, involving potential responses to these challenges. Both the City Plan: City Centre and the What if? scenarios were advertised to the community for comment.”	To provide background on the full process of the City Plan: City Centre.
68.	3.9 City Plan – City Centre	Replace the following wording: “Planning outcomes of the City Centre City Plan, and subsequent City Plans, will be incorporated into amendments to this Local Planning Strategy and the Scheme and will shape future projects, precinct planning”. With the following wording: “Planning outcomes of the City Centre City Plan have been incorporated into this Local Planning Strategy and will be incorporated into the Scheme to shape future projects, precinct planning”.	To acknowledge that the City Plan: City Centre has been incorporated into the Strategy.
69.	3.9 City Plan – City Centre	Include the following dot points at the end of the key considerations list: • Unlocking vacant, neglected or underutilised sites. • Influence strategic priorities and shifts in state government agenda.	To reflect additional considerations that came out of the finalisation of the City Plan: City Centre.
70.	3.9.1 Spatial Background	Insert the following section and text: 3.9.1 Spatial Background A major part of the City Plan is promoting the City Centre as a mixed–use area, similar to how it was in the early 20th century, before the significant and gradual decline of its residential population.	The new section will provide the background information from the City Plan: City Centre. This background information provides valuable figures showing the current spatial layout of the city, key building heights, viewlines, heat maps, and access routes that are all to be maintained or enhanced. It can be

		The spatial strategy (Figure 4) identifies key areas around the City Centre with development potential, where increased density could accommodate new residents while also attracting more businesses and tourists. By mapping underutilised sites (such as those without significant heritage value, industrial sites, and vacant land), there is the potential to accommodate a capacity of approximately 10,000 residents (3.5 times the current population) and up to 20,000 jobs (double the existing number of jobs). The majority of this transformational potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre while maintaining the predominantly 2–4 storey urban setting within the West End. The City Centre's cultural vibrancy—driven by its nightlife, bars, and cafes— is essential to its ongoing appeal. However, this strategy emphasises the need to increase the residential population, particularly in the underdeveloped areas surrounding the historic core. Densifying the City Centre will help create a more vibrant, 24–hour, walkable environment—aligning with the concept of truly mixed–use cities, a model common in Europe but less prevalent in Australia. Figure 4: Spatial strategy (source: City Plan: City Centre)	used to set the benchmark for future built form development and the limitations of such development as well as where the City would like to see substantial development.

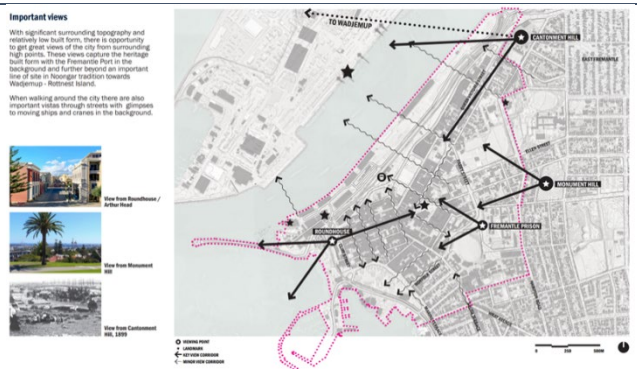
		 Baseline mapping carried out as part of the City Plan: City Centre demonstrates that buildings within the State Heritage–Listed West End area are generally 2–3 storeys, with some up to 4 storeys and a rare few up to 5 storeys. Where 5 storeys has been permitted, the development has been designed so that the top storey is not visible from the street. In any case, none of the heights are greater than 18 metres in height (In Figure 5, the two lots within the historic West End shown as greater than 18m refers to the highest points, which comprise architectural features or roof pitches, not full storeys). Buildings to the south of Norfolk Street and within the scheme area tend to comprise low–scale residential with some mixed use developments. Figure 5: Existing building heights (source: City Plan: City Centre Baseline Report)	



This height limitation is crucial in maintaining the heritage significance of the area as a whole by preserving its setting. Therefore, significant, larger development will occur on around the historic West End.

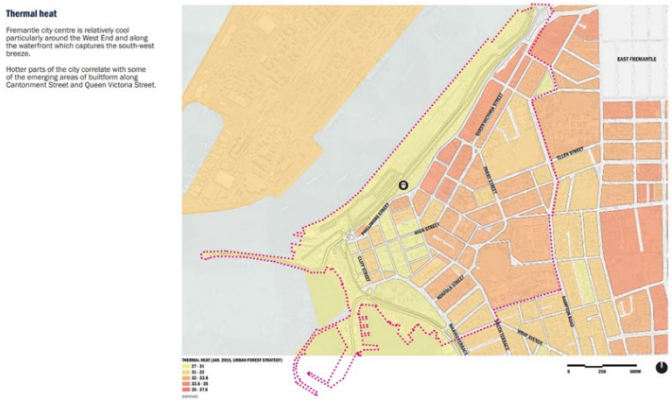
View lines down High Street and the arterial streets branching off should be preserved from a pedestrian viewpoint, with heights kept low or with higher storeys not visible from the street, to reflect the historic pattern of development. Views to and from the Fremantle Prison, the Roundhouse, Monument Hill, and Cantonment Hill should also be preserved and maintained in a wider context.

Figure 6: Existing view lines (source: City Plan :– City Centre Baseline Report)

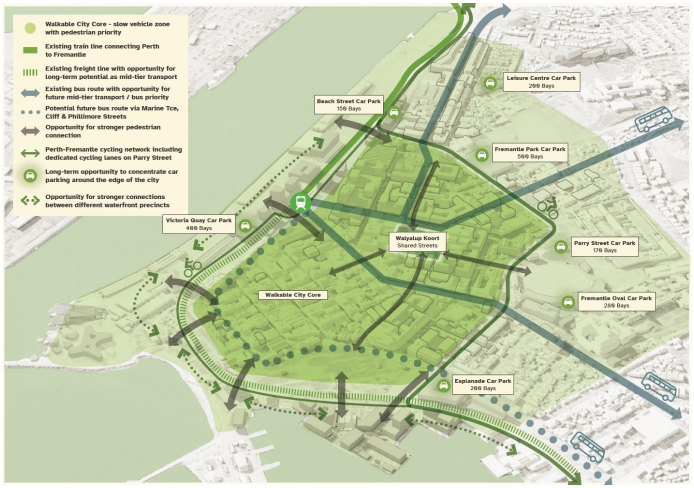


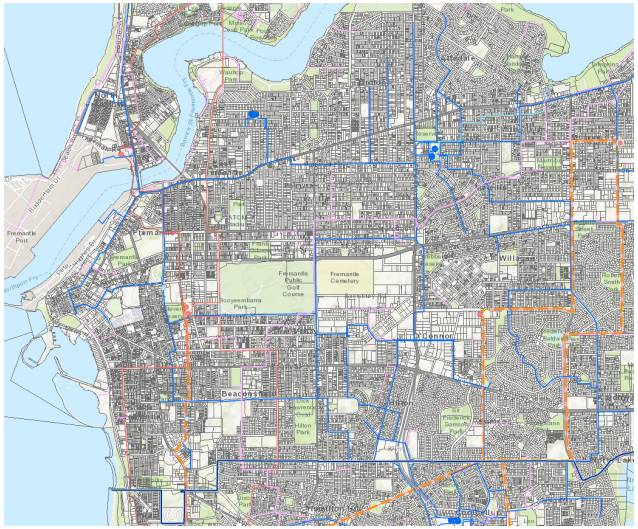
Heat mapping carried out demonstrates the lack of tree canopy and other vegetation on private land in the greater City Centre area due to traditional built form, such as warehouses serving the port, that takes up the entire site.

Figure 7: Heat map (source: City Plan :– City Centre Baseline Report)



A long–term goal is to reduce reliance on private vehicles as the primary mode of transport to and from Fremantle City Centre. As the City Centre population grows, we will gradually need to reduce the supply of on– and off–street parking, and aligning with our Integrated Transport Strategy, aim to gradually shift this car parking provision from the City Core to multi–storey facilities around the edges. A key

		example of this opportunity exists at the Esplanade, where surface parking could be replaced with integrated parking in the future redevelopment of Marin Terrace (the Italian Club). Additional initiatives include dedicated cycling routes along Parry Street, linking to the Perth–Fremantle PSP network, and exploring future mid–tier or bus priority transport options—potentially along the freight line (post–port) or along existing bus routes. Figure 8: Access spatial strategy (source: City Plan: City Centre) 	
71.	4.1.1 Demographic profile – Comparison	Replace the following wording: “Recent increases in dwelling numbers have largely beenin medium to high density dwellings.” With the following wording: “Recent increases in dwelling numbers have largely been in medium to high density dwellings.”	Administrative update.

72.	Section 4.4.3 Water Resources	Include wording to acknowledge the risk of flooding and the importance of ensuring that development is resilient and can withstand inundation which may be a combination of sea level rise, rising groundwater, pluvial and riverine flooding.	Alignment with the WA Climate Policy.
73.	Figure 28: City of Fremantle Bushfire Prone Areas	Update figure to show current Map of Bushfire Prone Areas.	To reflect the current mapping of bushfire prone areas.
74.	4.4.7 Bushfire Planning	Update list of bushfire prone areas to include additional site(s) shown on current Map of Bushfire Prone Areas.	To reflect the current mapping of bushfire prone areas.
75.	4.5.4 Servicing (Gas Pipeline, Water Corporation, Western Power)	Insert the following text and figure after the second paragraph: Consideration should also be made for development abutting existing or future transmission infrastructure including substation/terminal site(s) as well as easements and safe clearance corridors as shown in Figure 40. Figure 41: Western Power transmission infrastructure (Source: PlanWA SLIP Database) 	On advice of Western Power to consider transmission infrastructure.
76.	Section 4.5.5 Coastal	Insert "in adapting to sea level rise and coastal process impacts" wording after "…the three Fremantle Boat Harbours".	Acknowledgement of the WA Climate Policy.