

TOWN OF EAST FREMANTLE

TOWN PLANNING SCHEME NO. 3

LOCAL PLANNING STRATEGY

June 2003

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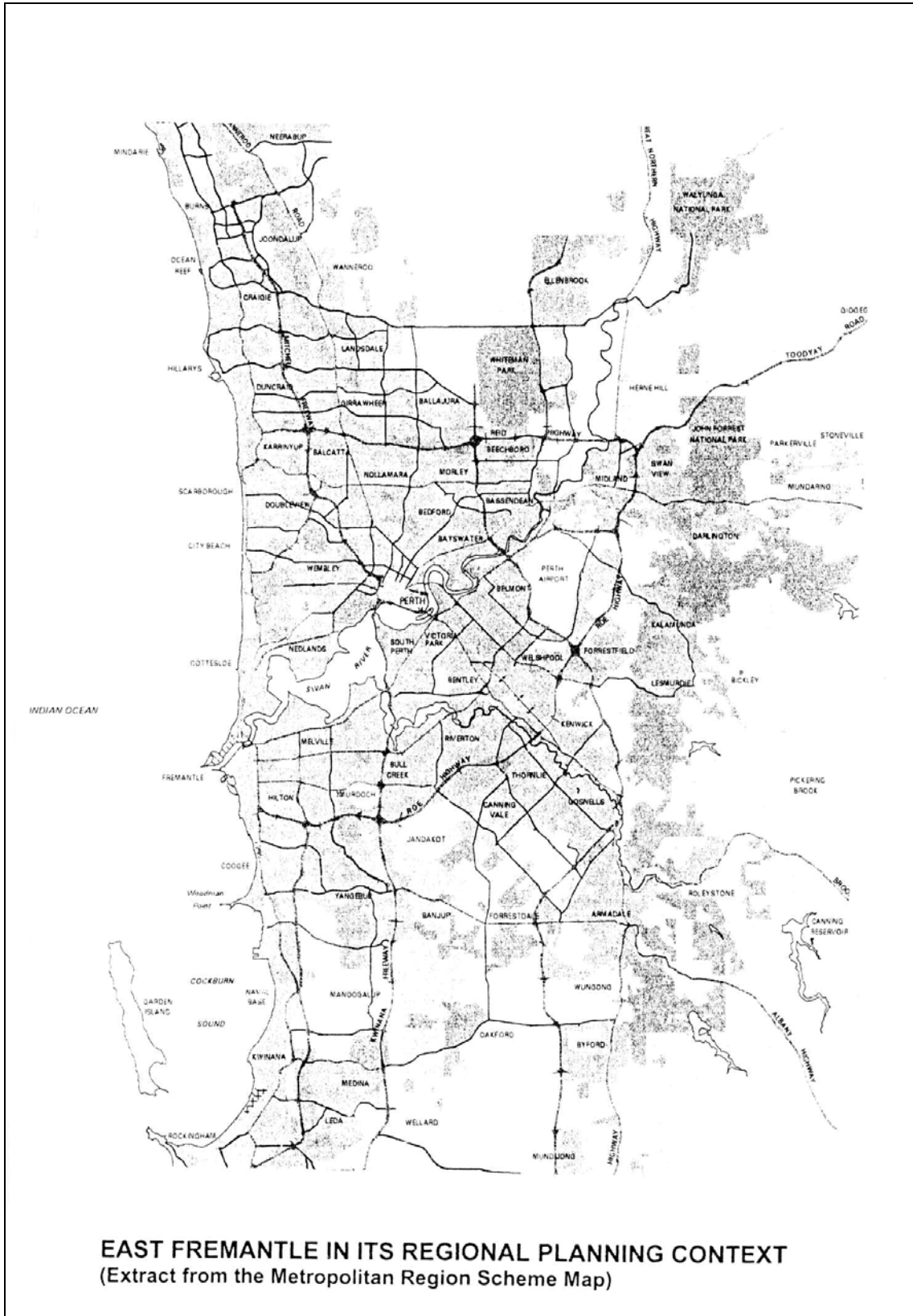


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1. INTRODUCTION

1.1 REGIONAL CONTEXT

The Town of East Fremantle is recognised as part of, and contributing to that portion of the south-west metropolitan region which has the Fremantle Strategic Regional Centre as its main service centre. Other regional commercial and industrial facilities to which the community has access include the Fremantle Port, Garden City Regional Centre, the Petra Street (Palmyra) District Centre and a number of industrial estates located in adjacent local government areas.

Regional recreational facilities include the East Fremantle Oval, the Royal Fremantle Golf Course and the Swan River and associated foreshore reserves. The river not only provides for a wide range of recreational activities, but is also the venue of an important transport hub in the form of the Fremantle Port.

The Town is the region's historic suburb developed around early mansions and inner harbour workers' cottages. The locality is significant as a remnant of the early development of the Perth Metropolitan Region, and this is reflected in the recognition given to the area in both local and state heritage registers. Fortunately, much of the original urban fabric has been preserved, and there is now widespread recognition of the need to protect the area from the indiscriminant re-development often associated with the pressures for urban consolidation.

The accompanying extract from the Metropolitan Region Scheme Map shows the Town of East Fremantle in its regional context. This highlights its proximity to the Strategic Regional Centre of Fremantle and its relationship with a range of other regional employment, educational and recreational facilities. These facilities are significant in the planning of the Town, which is not able to support the full range of services available in larger municipalities.

The Town is traversed by two primary regional roads, being the Canning and Stirling Highways which provide road access to other parts of the region upon which the are relies for many of its services. In addition, proposals are currently being developed for a ferry service, which could provide an important supplementary commuter transport link between the Town and the Perth Central Business District, including access to the University of Western Australia.

1.2 DESCRIPTIVE ANALYSIS

The municipality has been divided into eight precincts as shown on Map 1. The precincts provide a framework for planning, enabling proposals to be tailored to the respective needs of different areas of the town. The precinct boundaries were determined after considering:

- historical significance;
- subdivision pattern;
- local character;
- land use and planning issues.

Plympton Precinct

Historical Development

In 1885 the area was undeveloped vacant land. By 1897, Glyde, Hubble, Sewell and George Streets were in place with houses built consistently along them. By 1913 Plympton had filled out to the eastern side of King Street and by 1919, there were houses on every lot from East Street to Silas Street. Sewerage was connected to Plympton between 1914-1919.

The area was subdivided into small lots and the houses too were small. A few of the simplest two-roomed detached cottages survive, timber framed, weatherboard clad with corrugated iron roofs and with service facilities under a skillion extension at the back. There are also some limestone walled examples and one in brick. There were only two sets of terrace houses, but there are several remnants of paired or terrace floor plans.

The houses are on small blocks with very little front setback that creates an urban rather than suburban density and streetscape. The houses are of the 19th century, their architectural and social history closely connected with Fremantle, the inner harbour and the gold-rush.

Commercial development began in George Street with several buildings right on the street verge and corner shops on Sewell and Hubble Street intersections. Blocks between were filled in with houses, some as terraces, and the Royal George marked the limit of the developed area.

Characteristics

With the exception of some properties on Canning Highway and George Street, the precinct is largely residential with single house being the predominant form. The area has an urban rather than suburban density, and streetscape created by the narrow lots and small setbacks combined with narrow bituminised verges-come-footpaths and relatively narrow carriageways. Despite the scattering of modern developments, "the houses and the district as a whole are of the 19th Century."

The existing cottages are in varying states of repair, from having a run-down appearance to having been restored to their original state. The incidence of renovation appears dominant. A number of lots have been redeveloped since World War II. The style of this more recent housing indicates its period of development. The influence of European immigrants who settled in the precinct is also evident, e.g. old homes altered to include concrete verandahs and newly constructed southern European style homes.

There is a variety of building materials with external walls of weatherboard, brick, and rendered masonry and a small number of fibre-cement. Cream and white are the dominant building colours. The majority of roofs are made of corrugated iron (custom orb profile) and are predominantly silver coloured, although around a quarter of roofs are tiled. Gables are dominant and verandahs are common.

Lots in the precinct are narrow (generally 12m) and deep (about 42m) resulting in relatively small lot sizes of just over 500m². A number of lots are narrower and have been developed either with semi-detached dwellings or free standing houses. Buildings are therefore located close together. Many are built on one side boundary and are separated from neighbours only by 1m to 2m or a narrow driveway.

A significant number of houses have either no driveway access or share access with an adjacent property. Street parking is therefore common. Driveways are generally long, extending to the rear of houses or to garages. Whilst not common, some carports are also built on or close to the front boundary.

Front setbacks are irregular ranging from houses built up to the street boundary to others set so far back they are obscured by garden. A relatively small setback of 2m-4m is the most common. Front yards are characterised by low front fences most being of brick or rendered construction.

Buildings are generally single storey, most of the buildings of two storey or more are on George Street or Canning Highway. Height above street level varies; the majority being built above the street level. This is most evident on lots located close to Canning Highway and those on East Street where the topography has required

houses to be built up.

The topography rises from Canning Highway towards the south west corner of the precinct. This provides views of the river from certain properties close to the Highway and ocean views from houses on East Street. Houses have been designed to take advantage of these views.

Raceway Precinct

Historical Development

The Richmond Raceway has only recently been redeveloped for residential purposes, and accordingly any analysis of its previous history is not directly relevant to its future use or development.

Characteristics

Housing includes mostly single detached homes, although a proportion of group housing has been developed on the site. Lot sizes range from 450m² to over 600m² with a number of larger group housing sites developed in the form of town housing. Frontages for single house lots range from 10 metres to 12 metre, with front setbacks ranging between 3 metres and 5 metres.

The form of development has been subject to control in accordance with detailed design guidelines, and this has given rise to a character in keeping with that of the remainder of the town. External walls are predominantly rendered or brick, although there are a small number of weatherboard houses evident. The predominant roofing material is corrugated iron (custom orb) with a variety of tones of which silver is the most common.

A relatively high proportion of development is two storey, and this coupled with the relatively small front and side setbacks has created an urban character and streetscape which is suggestive of an earlier era of development.

Woodside Precinct

Historical Development

The Woodside ward and precinct were named after one of the first properties in the district owned by W D Moore. A large two storey house was built for him in 1896- 97 and is now Woodside Hospital in Dalgety Street.

The area from Plympton to Dalgety Street, between the East Fremantle Oval grounds and the Highway, was developed by 1915 with large Edwardian houses on large blocks. In 1916 the Masonic Hall just east of Dalgety Street was the eastern edge of the Town. In Dalgety Street, "Woodside" was in place, together with four large houses on the other side of the road. In Allen Street, there were five or six houses built back from Richmond Road (now Canning Highway).

The large houses that remain are individual designs, with complex roof forms, extensive and elaborate verandahs, and take full advantage of the local environment and aspect. They are related to large houses built along Richmond Road and up the hill in the same period. The original subdivisions were regular 50m x 20m (2 chain x 1 chain) quarter acre lots and generally remain so today.

A portion of the Woodside precinct adjoining the Oval is said to have been bought by the Workers Homes Board around 1918. The first houses in this southern part of the Woodside precinct were built in Dalgety Street between Marmion and Fletcher Streets, and by 1928, there was considerable development all the way through to Petra Street.

Characteristics

The precinct is predominantly single residential, although about a third of residential lots include a second dwelling (new dwelling to the rear of existing houses) or new duplex development. A significant proportion of lots are already developed for other than single residential.

Non-residential uses are spread along Canning Highway and there are also commercial facilities on the western corners of Petra Street that are essentially extensions of the Bicton/Palmyra shopping centre located on the eastern corners, in the City of Melville.

With few exceptions, lots are about 1000m², most with wide frontages of about 20m. Houses are uniformly set back a generous distance from the front boundary and most are single storey, although there are some isolated second storey extensions. Streetscapes are generally attractive with narrow carriageways flanked by wide, well maintained verges and front gardens. Street trees are mature and regularly placed, which increases the attractiveness of the street.

The majority of residential buildings are pre-World War II, and a number of these are on Council's list of heritage sites. There is a concentration of large pre-1920 homes on large blocks (1000m²-2000m²) on or close to Canning Highway particularly around Allen and Dalgety Streets. The majority of the old homes are well maintained, and have been renovated or restored.

Riverside Precinct

Historical Development

Along the river by 1913, there were subdivisions around Putney, Bellevue, Hillside, Surbiton and Hill Streets, with scattered buildings around Pier Street.

The blocks were large by comparison with Plympton. By 1915, a fairly dense group of houses filled out the area, large houses on the hilltop streets, smaller ones along Preston Point Road, and some tiny huts along the river bank, with Castlemain Brewery at the base of Putney Street. Many of the large hilltop houses remain, and although much altered and added to, represent a dense pocket of original fabric with its own particular character.

The single residential pocket on the hillside is on the highest part of the precinct. It is an historical enclave; Campbell & van Breman in their report *The Inventory* note that a number of the homes that appear on maps of 1913-1915 still exist though much altered.

Characteristics

The precinct is predominantly residential. There are two main pockets of single residential, one north of Pier Street and the other on the hillside centred around Angwin and Bolton Streets. Apartment buildings and townhouses are located along Preston Point Road and on Canning Highway, although single houses also remain on these streets.

The river and foreshore are major components of the precinct. The foreshore is narrow and is occupied by a pathway along its length. It widens around the Red Herring (formerly Oyster Beds) Restaurant to provide a car parking area. There are a number of other parks in the precinct.

The streetscape of this area is unique due to its heritage and topography. The streets are narrow with few street trees, narrow verges and bitumen footpaths. Lot

sizes are irregular, and setbacks are designed to take advantage of views. A number of garages are built up to the street boundary and there are limestone cuttings and paths that contribute to a more intimate scale in these short and bendy streets.

Buildings range from single to three storeys, most built to take advantage of views. Some buildings appear taller than their actual height as they are built upon ridges. A 7-8 level apartment building, Harbour View, on the corner of Canning Highway and Angwin Street is the only building of such a height.

Levels change across individual lots and streets, providing a very interesting and attractive landscape. Combined with the steep embankments along Riverside Road, this provides opportunities for views from most parts of the precinct and provides an attractive landscape viewed from afar. The limestone embankments include remnant natural bushland of heritage value.

The river foreshore is very narrow, most is part of the Riverside Road reserve. It is bordered by a limestone retaining wall for its entire length within the precinct. Mature cotton palms are positioned, irregularly, along the foreshore for much of its length. From just south of the Pier Street intersection to the Public Launching Ramp carpark, the foreshore is only wide enough to include a pathway.

Richmond Precinct

Historical development

Development in this area began in the late 1890's with some large houses on large lots along Preston Point and Richmond Roads extending north up the hill in the period between 1910 and 1920. The houses were of individual design, Edwardian in character with extensive verandahs. Many of the original houses remain today.

A cluster of smaller houses filled out the scarp between Preston Point Road and Alexandra Road. These were two and four room cottages more like those in Plympton. Richmond School opened to 85 children on 31 March 1921.

Characteristics

The precinct is predominantly residential, with a range of housing types. Single housing predominates west of Alexandra Road and north of Wolsely Road. A number of townhouses and villa units and more recent 'duplexes' are scattered through the area. The street block south of Wolsely Road and east of Alexandra Road includes a high proportion of 2-3 storey flats and large villa unit developments. Single houses remain mainly on Wolsely Road and the southern half of the street block.

The precinct retains a variety of original lot sizes, with lots generally having a regular width of about 20m. Between Alexandra and Osborne Roads, lots are extremely deep (about 100m), and many original lots have been amalgamated to form lots in excess of 4000m² and developed with 2-3 storey residential units (multiple dwellings). Elsewhere the depth of lots is irregular, although a high proportion are in the order of 50m (i.e. about 1000m² lots). Some infill housing has occurred recently producing smaller lots.

The southern half of the precinct has a concentration of pre-war housing, and recent post 1960 residential units/flats. There are distinct groups of pre-1913 homes at the Canning Highway end of Staton, Alexandra and Osborne Roads. Most are picturesque Edwardian bungalows although several are small, Victorian cottages. Also, along and near Preston Point Road, there are substantial homes on large blocks remaining from the turn of the century.

Streetscapes vary throughout the precinct. Many streets are narrow with little or no verge and few or irregularly spaced street trees. Buildings are generally situated close to the front boundary along Staton and Alexandra Roads, and Salvado and Parry Avenues. This creates an intimate urban environment. Elsewhere setbacks vary but intimacy is retained along other narrow streets.

Richmond Hill Precinct

Historical development

The area along the riverfront had a scattering of houses by 1913, with some large individual houses along the scarp as far as Pier Street, and a small group of cottages on Fraser Street. It was otherwise undeveloped until the 1930's and only filled out in the 1950's. The subdivision around Locke Crescent marks the last era of development in the area.

One or two of the large early houses remain, but there are more of the State Housing standard and porch houses of the 1930's.

Characteristics

The precinct is predominantly single residential although some unit developments exist in the south-west corner and the occasional lot has a second dwelling. The precinct is dominated by large homes, many built in the 1950's and many new developments which take advantage of river views. The precinct also has some renovated pre World War II housing (around 1930's), mostly located east of Gordon Street and on the western ends of View and Pier Streets.

Buildings are a combination of single and double storey, and only one unit development on Pier/Parker streets is partly three storey. Buildings are generally well set back from the street. The front gardens are well maintained and most flow into the verge. Road carriageways are narrow. These features blend together to provide attractive suburban streetscapes although there is an apparent lack of street trees and the angled intersections create extensive areas of bitumen.

The majority of lots have areas between 700m² and 900m², although the two street blocks north and south of Philip Street have lots over 1000m² with regular 20m frontages. Lots west of Parker Street occupied by units and duplexes are also over 1000m² in area but consist of irregular frontages with some battle-axe lots.

The topography of the precinct is a prominent feature. The change in topography from the area to the south is evident along Pier Street where its north side is distinctly elevated. Limestone cliffs around Richmond Hill are a feature in Pier, View and Easton Streets. At the centre of the southern boundary is Richmond Hill itself, the highest point of the Town, that is occupied by a Water Corporation water storage tower and remnant bush.

This unique topography enables views to be enjoyed in most directions (to the river and across the Town) from most parts of the precinct. In addition to views from individual sites, there are vistas along most roads.

Preston Point Precinct

Characteristics

The Leeuwin Barracks occupies a large proportion of the precinct. The site ceased functioning as a training establishment for recruits in 1985, but remains the headquarters for various Army and other defence activities, including the 7th Field Army Medical Corp and Perth Water Transport Unit, which extend to the river's edge on the eastern bend of Riverside Road.

East of the Leeuwin site are various recreational facilities including playing fields, children's playgrounds and tennis courts. The land is owned by the Crown and vested in the Council. North of the Leeuwin site is a collection of foreshore uses, including parks, buildings associated with different river related clubs, jetties and moorings. The reserves and clubs are on land owned by the Crown and vested in the Council. West of Leeuwin are various public facilities.

The river around the precinct is used extensively for boating activities including through movement. Parts of the foreshore, particularly between Preston Point Road and Wauhop Road, are not readily accessible to the general public. Sites at the eastern end of Riverside Road used by the Army and Aquarama/Boardwalk exclude the public, while pedestrian access over other sites is difficult.

Topography, location and views are important related features of the precinct. The Preston Point Road boundary and the eastern end of the precinct are elevated and command views across the precinct, Rocky Bay and Blackwall Reach. Views are also important in the lower lying areas due to the location on the water's edge.

East of Wauhop Road, the levels between the playing fields and the foreshore/river fall abruptly forming a steep limestone cliff. This also occurs between Preston Point Road and Riverside Road at the southern tip of the precinct. These cliffs contain remnant bushland of local conservation value.

The shoreline is in its natural state only in parts. Elsewhere it is bordered by a retaining wall. The longer natural stretches are at Preston Point where a narrow sandy beach extends the length of John Tonkin Park and immediately west of the East Fremantle Yacht Club where the cliff face extends to the water. Expanses of open manicured lawn are dominant. Concentrations of trees and other vegetation are only found at the three parks.

Town Centre Precinct

Historical development

Shortly after becoming an independent municipality in 1897, the Town of East Fremantle promoted the construction of a Town Hall, a Post Office, and a Police Station, on Richmond Road (Canning Highway) on the eastern edge of development. Churches and a picture theatre were also built along this strip but have since been demolished to make way for the development of the existing East Fremantle Shopping Centre.

Characteristics

The north side of Canning Highway comprises a mixture of land uses including a church, indoor health centre and a number of shops. On the south side of Canning Highway west of Council Place is a group of historic buildings including the Town Hall (Council offices). On the east side of May Street is a complex of offices and medical facilities.

Between Council Place and May Street is the East Fremantle Shopping Centre. Five old houses exist in this area, some still used as residences, the others as a doctors surgery, pottery club and a veterinary clinic.

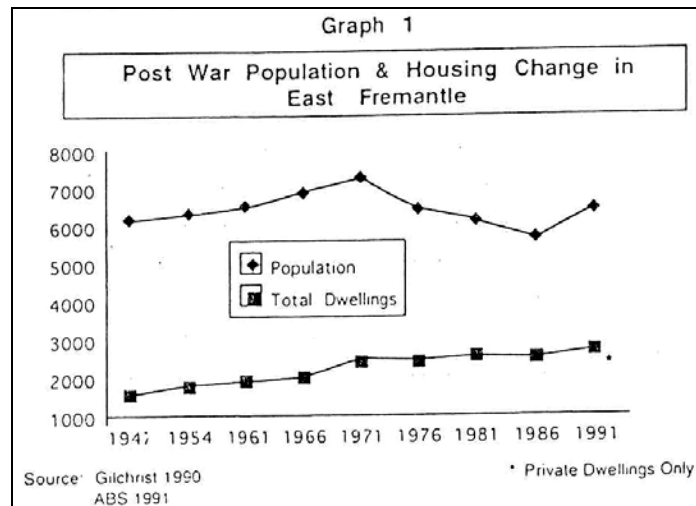
The environment of the Town Centre is not conducive to the enjoyment of users and is particularly tortuous for pedestrians due to different levels, retaining walls, steps and ramps. The area is not unified as a Centre. Building design is unattractive and the locations of different tenancies are not related to one another. A number of heritage buildings exist, including those west of Council Place.

2. OVERVIEW OF TOWN

At the time of commencement of the current review, more recent census figures were not available, however the trends to 1991 serve to illustrate the general changes which have been taking place over the past half century.

2.1 POPULATION

Steady population growth occurred in East Fremantle between 1947 and 1971 to a peak level of 7325 persons. From 1971 to 1986 the population dropped to 5678 after which it increased to 6459 persons at the 1991 Census and subsequently dropped back to 6383 at the 2001 Census. This is illustrated in the following Graph 1.



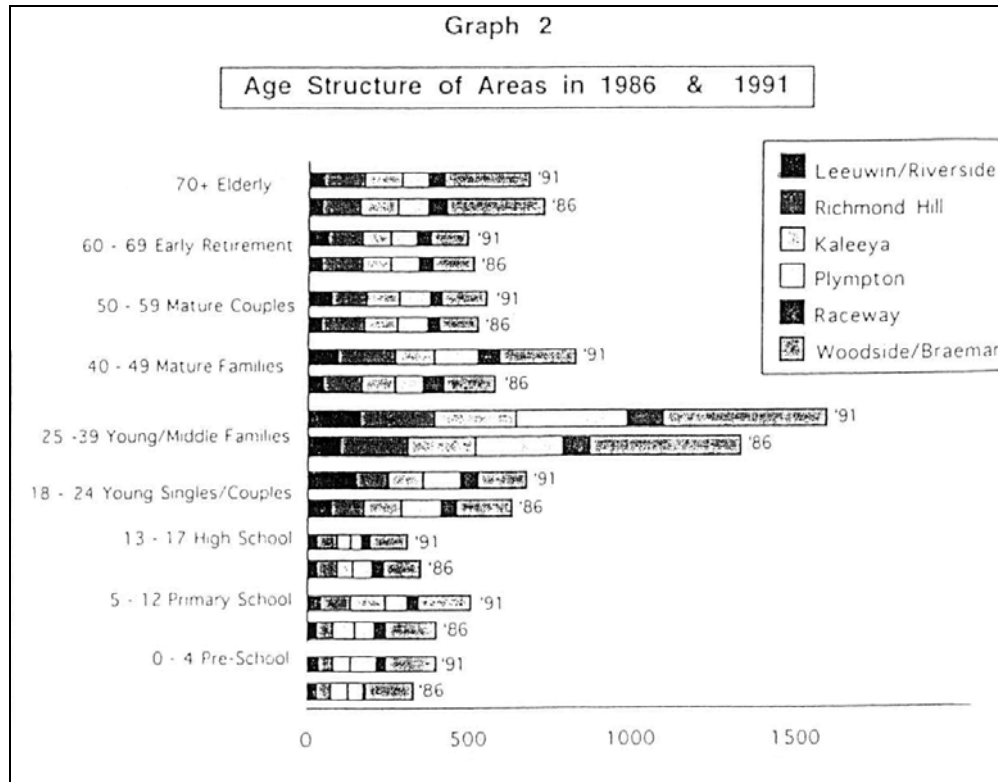
Between 1971 and 1986 the population decline was accompanied by only a modest increase in the number of dwellings. This was due, in part, to:

- The redevelopment of houses as medium density units, especially north of Canning Highway, while houses were being demolished for the Stirling Highway extension.
- The population decrease due to changes in occupancy with fewer persons per occupied dwelling, combined with high vacancy rates in units.

The population decline experienced up to 1986 ceased by 1991 and the net dwelling increase recovered to an average of 40 dwellings per annum. The population in private dwellings increased by 10% between 1986 and 1991 with an increase in every precinct of the Town. The occupancy rate decreased only marginally from 2.39 persons per dwelling to 2.34 persons per dwelling between 1986 and 1991.

One explanation for this population increase is the increase in building activity. However, this was not the case for all precincts, and in some the occupancy rate increased whilst the building activity was low or moderate. This was particularly so in the Raceway Precinct where there was only a net increase of three dwellings but an increase in the occupancy rate from 2.41 to 2.56. Combined with the changes to the age structure of the Town, this indicates that the population increase is due to families replacing small households.

For the Town there has been an increase, between 1986 and 1991, in the number of children aged less than 12 years and the number of family aged adults (25-49 years of age) whilst young singles and couples (persons aged 18-24 years) remained at a similar level. Other age categories have decreased in number, most notably the elderly (aged 70+). Therefore, generally, families seem to be coming into the area or couples are having children and displacing the older age groups (Refer to graph 2).



Home ownership is high which may be related to the high proportion of white collar occupations, particularly professionals, and the increase in the proportion of higher income households between 1986-1991. Of significance is that home ownership, although high at 65%, decreased by 2.5% and rentals increased by 1.2% between 1986 and 1991.

This change appears to be related to the increase in building activity during this time. Also of significance is that whilst 35% of households have incomes (over \$35,000 per annum), the majority have lower incomes. This is likely due to the high proportion of retirement aged persons, many of whom would live on pensions, and also to the proportion of young adults whose careers and incomes would not yet have peaked.

2.2 HOUSING

Housing Types

The number of dwellings in East Fremantle increased steadily between 1947 and 1966, and then increased to 1971. Building activity then decreased to 1976 and continued to do so until 1986. There was a strong recovery between 1986 and 1991.

The total number of private dwellings in 1991 was 2736 of which 64% were separate houses and 36% were units (See Map 2). This proportion of units is well above that for the Perth Metropolitan Region, which was estimated at 23% for 1993.

The 'units' component is comprised, of the following categories (1991 Census):

- Semi detached, row or terrace, townhouse etc: 18.6%.
- Flat or apartment 1-3 storeys: 11.3%.
- Flat or apartment, greater than three storeys: 3.8%.
- Dwelling attached to a shop or office: 1%.

Housing Distribution

The various housing types are unevenly distributed within the Town. In 1991 the Richmond Precinct accounted for around a third of the Town's total stock of units with 23% in the Riverside Precinct. In these areas units made up more than half of the housing stock. Elsewhere separate houses predominate, although units still comprise around a quarter of the total housing stock.

Riverside and Plympton are the only areas with major high rise developments and 10.5% and 11.4% respectively of dwellings were in developments with more than three storeys in 1991.

The Census data does not categorise the 'separate house' any further, and duplex additions (i.e. a separate house at the rear of an existing house) are not detailed. The land use records of Council indicate that this form of development is predominantly located in the Woodside Precinct occupying around a third of lots. This would account for the Census information that the building activity for separate houses between 1986 and 1991 was concentrated in the Woodside Precinct.

Lot Sizes

The Town of East Fremantle contains a range of lot sizes. The spatial location of all allotments (both residential and non-residential) is shown in Map 3. Statistically the distribution of residential allotments is summarised as follows in Table 1.

Table 1: Distribution of Residential Lot

Size of Lots (m²)	No. of Lots	%of Total
Less than 450	147	6.7
450 – 700	609	27.9
700 – 1000	821	37.8
1000 – 1400	488	22.4
Greater than 1400	113	5.2

Note: Strata subdivided lots have been classified as a whole lot.

Feilman (1990) noted that the most significant characteristic of this distribution is the polarisation to either larger or smaller lots. Over a quarter of all lots have an area of less than 700m². The vast majority of these are located within the Plympton area. Within this area the most common lot size is 508m² having frontages of 12.27m and a depth of 41.48m. The rest of the Town is characterised by allotments generally exceeding 800m² in area. The majority of the allotments exceeding 1000m² are located in Woodside and Richmond.

As was indicated in the previous section on Housing Distribution, about 29% of these are strata lots of about 500m² each. Of interest is the number of lots with areas less than 500m² on corner locations. These are predominantly duplex developments, which have been subdivided to facilitate separate ownership.

Heritage Housing

The majority of places in the Municipal (Heritage) Inventory are dwelling houses. These places are identified in the inventory which is available for inspection at the offices of the Council.

A number are of National or State Significance and are already on the Registers of the National Estate, the WA Heritage Council or classified by the National Trust. Most are of local significance, and some of these may have limited significance isolation, although they contribute to the character of the street, the local environment

or a sense of place or have landmark qualities.

Once the age of remaining housing is added to this picture, it is apparent that the residential character of the Town is reflective of its older housing stock with only a couple of pockets excepted. This is particularly so south of Canning Highway and immediately to the north, close to the highway.

Restoration of the older housing stock and also of the modern homes has occurred. As a whole, the condition of houses within the Town is good, and is continuing to improve as rehabilitation takes place.

2.3 COMMERCIAL DEVELOPMENT

The Town of East Fremantle has a central shopping centre located on Canning Highway, near Stirling Highway, which serves the day to day needs of the neighbourhood. The Ministry for Planning *Commercial & Industrial Land Use Data Atlas 1990 (Atlas)*, listed this area as having 5086m² of net lettable floor area. A number of other shopping and business uses are scattered along Canning Highway and George Street (Map 4).

The Bicton/Palmyra shopping centre on the corners of Canning Highway and Petra Street (within the City of Melville) also serves the local population. The closest regional centre is, of course, Fremantle.

The *Atlas* shows the total amount of gross commercial floorspace in the Town as 21,938m². Table 2 illustrates that the majority of this floorspace is taken up by shopping facilities; retail land uses account for 49% of total commercial floor space and 39% of the total number of activities. The Office/Business category is the next significant land use with 13% of total commercial floorspace and 27% of the total number of activities.

Table 2

Distribution of
Floorspace, Activity &
Employment

Planning Land Use Category	Floor Space (m ²)	%	Number of Activities	%	Employment Type		
					Part time	Full time	% Total
Primary/Rural	0	0	0	0	0	0	0
Processing & Manf.	578	3	4	2	12	0	1.7
Storage/Distribution	150	1	1	0	1	0	0.3
Service Industry	2318	11	19	0	57	10	9.4
Shop/Retail	10418	47	68	33	182	210	54.7
Other Retail	435	2	12	6	24	11	4.9
Office/Business	2762	13	27	13	131	23	21.5
Community Services	551	3	8	4	13	4	2.4
Recreation & Culture	2985	14	17	8	44	29	4.6
Residential	0	0	28	14	0	0	0
Utils/Communication	106	0	2	1	0	4	0.6
Vacant Floor Area	1635	7	14	7	0	0	0
Vacant Land Area	0	0	6	3	0	0	0
Totals	21938	100	206	100	424	292	100

[Source: DPUD 1990]

The *Atlas* notes that, *employment totals are fairly low, with a large proportion of part-time female staff customarily associated with retailing. Vacant floorspace stands at 7%; the space being available only in small unit sizes. Opportunities for further*

development in the area are limited, with little appropriately zoned land available for commercial and industrial use.

2.4 COMMUNITY FACILITIES

The Town has a range of community facilities and services and parks, including a number of regional facilities spread throughout the Town.

Recreational facilities are predominant as is evident from Map 5. Active recreation (both public and private) accounts for 65% of recreational land use: 56% for playing fields and tennis courts and 9% for rive related activities, e.g. sailing clubs. Passive recreational accounts for 35% of recreational land use: 18% for parks and 17% bushland. A few community facilities are situated within the Residential Zone, e.g. halls and churches.

2.5 MOVEMENT

Pedestrian/Bicycle

Most roads in the Town have footpaths, many have been upgraded to dual use paths and some, such as in Plympton are bitumen. A number of dual use paths or footpaths provide access between a road and the foreshore through the limestone escarpment. Some informal pedestrian tracks also occur through landscape areas. These paths and tracks need to be rationalised in order to preserve important landscape areas and to make the foreshore more accessible to residents.

Commuter or fast cyclists can conflict with recreational cyclists and pedestrians. Riverside Road has recently been improved to include an on-road cyclist lane. Marmion Street has had on-road cyclist markings for some time.

Public Transport

Three public bus routes traverse the Town, the buses predominantly linking Perth and Fremantle although intracity connections are also provided. All but a dozen houses are located within 400m of a bus stop and all are within 500m, which is considered to fall within the range of a comfortable five minute walking distance.

The *Fremantle Regional Strategy* 1994 (Ministry for Planning) notes that Marmion Street, linking Fremantle and Booragoon and potentially the Freeway, is a potential regional public transport route linking significant generators including the East Fremantle Oval. This could take the form of an on-road system such as light rail or buses.

Fremantle is the closest railway station, and being less than 5km from any part of the Town is a five minute drive or a 15 minute bicycle ride.

Roads

East Fremantle is bisected by Stirling and Canning Highways. Stirling Highway and Stirling Bridge are classified as a *Primary Regional Road* under the MRS. Canning Highway, between Petra and Allen Streets, is classified as *Other Regional Road* under the MRS. This reserve is a nominal 80m wide. The remainder of Canning Highway has no MRS classification (since the Canning Highway Deviation was deleted in 1991). There is however a dedicated 20m road reserve with nominal 5m widening on both sides west of Allen Street to East Street.

The *Fremantle Regional Strategy* recommended that this MRS classification of 'Other Major Highway' be extended over Canning Highway from Allen Street to Stirling Highway to accommodate a four lane divided road with a central median and

protected turning lanes. It also recommended that the section between Stirling Highway and East Street be classified as 'Important Regional Road' under the MRS.

The Fremantle Regional Strategy acknowledges the impact of the highway, but notes that this is a common problem in the case of most major roads today, primarily because of their historical background. Often the only solution to lessening the impact in such situations is to introduce safe crossings such as traffic lights and grade separation where practicable.

The Council has expressed the view that any reservation should relate to a specific improvement plan for Canning Highway so that the road widening can be rationalised taking account of heritage buildings, pedestrian crossing needs and pedestrian comfort generally.

2.6 ENVIRONMENTAL ISSUES

A number of environmental issues were identified for the Town of East Fremantle during the preparation of an Environmental Management Strategy in 1993. Those related to the landscape and the built environment are relevant to the preparation of a town planning scheme.

Foreshore and Landscape

The *East Fremantle Foreshore Landscape Study* (Ecoscape 1992) identified the natural landscape of East Fremantle as determined by a range of biophysical features. East Fremantle is located on the southern, lower reaches of the Swan River, and is one of the few municipalities which extends to the centre of the river. The local topography consists of high, undulating hills and low-lying foreshore regions of the Spearwood Dune System on the Swan Coastal Plain.

The foreshore is characterised by various limestone outcrop features, as well as beaches, which enhance both the visual amenity and recreational capabilities of the region. Two soil types dominate the area and determine the distribution and an ideal location for future recreation and urban development. (Foote 1993)

The Swan River foreshore in East Fremantle has been developed mostly for recreational purposes, and opportunities do exist to promote greater access to and enjoyment of the river and foreshore through the implementation of a Foreshore Landscape Concept Plan.

The portion of Swan River contained within East Fremantle boundaries is one of the most heavily used, with a significant level of river traffic for a variety of uses. Management of the Swan River is the responsibility of the Swan River Trust and is dependant on the co-operation of the community.

Flora and Fauna

East Fremantle, as an extensively urbanised municipality, has limited but significant areas of native vegetation and native fauna habitat. Effective conservation of native flora and fauna species within East Fremantle is totally dependant on the maintenance and preservation of this habitat, as well as community appreciation of the natural environment.

Urbanisation has destroyed most of the East Fremantle native habitat, and greatly diminished the variety of native flora and fauna which were present prior to colonisation. Through encouraging residents to plant native tree species indigenous to the region, and by streetscape tree planting, native fauna could be supported.

Urban Design

Increased environmental awareness, has developed as a result of the realisation of how our lifestyle affects the natural environment. Preventing environmental deterioration requires that environmentally sensitive planning be included in future developments in areas of concern such as energy and water conservation.

A commitment by Council to the ongoing enhancement of the East Fremantle landscape through development controls which highlight environmental considerations will ensure the future economic development of the municipality through creating an increasingly attractive environment in which to live. (Foote 1993). Council has adopted policies relating to solar access and water sensitive design to reflect these environmental concerns.

Streetscape

There is a need to create a balance between the needs of pedestrians, residents and commuters in East Fremantle, with safe transportation facilities for commuters, and the reclaiming of street environments as public space for pedestrians. Improving the visual and recreational amenity of local streets and reclaiming streets as public space can be achieved using Local Area Traffic Management Schemes in conjunction with tree planting and other landscaping methods.

Developing streetscapes using native vegetation encourages fauna and acts as nature corridors. Thus East Fremantle can become involved in sustaining biodiversity in the local environment. Vegetation also provides much needed shade, colour and texture which add to the cultural environment. (Foote 1993).

Transport

The environmental health implications of excessive motor vehicle use is an issue at the forefront of discussions in all major cities and urban areas around the world. Photochemical smog, the result of a reaction between sunlight and motor vehicle emissions, is a major health threat to the populations of many urban centres. Furthermore, motor vehicles produce emissions which contribute to global warming, and increasing use of motor vehicles can result in conflict with pedestrians and cyclists.

Through its position in relation to the Swan River and the Cities of Fremantle and Melville, the Town of East Fremantle is subject to a number of traffic patterns and a considerable amount of throughflow traffic. Future planning initiatives should focus on implementing traffic calming measures and those which enhance other transport options such as public transport, cycling, and walking in order to maximise public health and safety. (Foote 1993).

2.7 SERVICE INFRASTRUCTURE

Although the existing water supply scheme to East Fremantle is performing satisfactorily at present, the Water Corporation has previously advised that:

Should zonings of higher than R20 be adopted in the area north of Canning Highway in the area supplied by the Richmond Lower and Upper High Level Areas, existing storages may require amplification. Additional storage would be provided at the Richmond Reservoir site by redevelopment to maximise site utilisation but this would require substantial earthworks to meet increased storage requirements.

With regard to sewerage, the consultants advised that the area was sewered before 1920 and the majority of existing sewers are the minimum size. Areas with the minimum size sewers, particularly the area south of Canning Highway, may not be

able to support large areas of higher density zoning. (Feilman 1991). This advice was reiterated in 1994 with the comment that any *general upgrading of densities would most likely cause some overloading, and upgrading may be required.*

Therefore the housing strategy needs to recognise that redevelopment of the service infrastructure is likely to be needed to support any significant increase in medium density housing. Feilman advises (1991) that infill development is likely to be very expensive to service, and this cost must be a constraint upon development.

3.0 AIMS AND OBJECTIVES

In light of the characteristics and issues previously discussed, the following aims and objectives are considered appropriate to guide the future planning of the Town.

3.1 GENERAL AIMS

- To respect the desired future character of each particular precinct.
- To recognise the historical development of East Fremantle and its contribution to the identity of the Town.
- To conserve significant places of heritage value, and to preserve the existing character of the Town.
- To conserve and enhance the environment, character and pleasantness of the Town, and the adjacent Swan River.
- To promote the integration of transport and land use development and to encourage the use of low energy transport modes, such as walking, cycling and public transport.
- To improve public access to the river and foreshore whilst minimising any impact this may have on its environmental qualities.
- To facilitate and encourage effective public involvement in planning issues and processes.

3.2 HOUSING

- To provide an adequate range and variety of housing to meet the social and economic needs of the municipality.
- To recognise the importance of the 'back yard' to the character, amenity and historical development of the Town and to the community.
- To safeguard and enhance the amenity of residential areas and ensure that new housing relates to the character and scale of existing residential development.
- To encourage high standards and innovative housing design, which recognises the need for privacy, solar access, cross ventilation and water sensitive design.
- To protect residential areas from encroachment of inappropriate land uses which are likely to detract from residential amenities.

3.3 COMMERCIAL DEVELOPMENT

- To provide for a range of commercial facilities to meet the day to day needs of the community and which will contribute towards the vibrancy of the Town;
- To encourage local employment which will contribute towards the level of services available to the community, without detracting from the amenity of the area;
- To ensure a high standard of development which reflects the character of the town and provides for a safe and pleasant environment for clientele and residents;

- To encourage the development of a consolidated Town Centre, which will provide a focus for the community and exhibit a high standard of urban design in keeping with the historical character of the town.

3.4 COMMUNITY FACILITIES

- To support the development and on-going delivery of a range of community services appropriate to the needs of the local community;
- To encourage the integration of community facilities within designated commercial areas, so as to minimise travel demand and add to the vibrancy of existing centres;
- To promote multiple use of community facilities to maximise the use of resources and enable consolidation of facilities;
- To ensure a high standard of planning and design for any future community facilities, in keeping with the desired character of the town and its environs.

3.5 ENVIRONMENTAL RESOURCES

- To conserve and enhance the natural environmental qualities of the Town by providing a basis for incorporating environmental principles into public and private decision making;
- To promote the protection of existing native flora where practicable and to encourage the enhancement of existing 'green' belts based on private yard areas and landscaping of public spaces;
- To encourage the development of a more ecologically sustainable urban system, based on protection of air and water quality and the maintenance of natural biological systems.

4.0 PLANNING STRATEGY

In recognition of the established pattern of development and the significance of the existing character of the area to the community, the municipality is to remain largely residential. The Town Centre is intended to provide local shopping, business and community services, while secondary business areas are provided for at George Street and Canning Highway west of Stirling Highway.

The area is adequately serviced by arterial roads and public transport routes, and these facilities may be supplemented in the future by a commuter ferry service on the Swan River. However, the increasing prevalence of home-based businesses and the trend towards more local service and information based employment can be expected to reduce travel demand in the longer term.

4.1 HOUSING

The majority of housing is to remain as single residential. New group housing is proposed to be permitted in selected pockets only, with any new multiple housing to be restricted to immediately adjacent to the commercial core of the Town Centre. Existing grouped and multiple dwellings exist throughout the Town which provide for a range of dwelling types and housing choices.

The Preferred Housing Strategy (Map 6) identifies opportunities for new development, redevelopment or infill development as follows:

- (i) Most of the residential area will be permitted little opportunity for more intensive development, being already built up with low density single houses interspersed with 'duplex' housing, medium density development and isolated multiple dwelling developments.
- (ii) New development is likely to include extensions and renovations to existing houses, and only a small amount of redevelopment of low density single houses in accordance with development controls for individual precincts.
- (iii) Pockets of medium density are proposed either:
 - in locations considered appropriate to its amenity (e.g. on and near Preston Point Road);
 - on sites where the medium density classification may provide the incentive for the removal of a non-residential land use; or
 - on sites fronting on to Canning Highway, so as to take advantage of public transport availability, and reduce traffic conflicts by use of off-highway access.

Development of these areas would be required to satisfy certain criteria relating to design before medium density development would be approved.

- (iv) The following locations currently occupied by public uses could be considered for redevelopment given the Federal and State Governments' past practices of rationalising their property holdings:
 - Leeuwin Army Barracks (requires long term consideration).
 - Woodside Hospital and Moss Street (nursing) Lodge (require medium term consideration).

These sites are considered as providing future housing potential and are shown on Map 6 as 'future policy areas'. Council will develop policies for

their future beyond their existing land use, which will need to address both heritage and environmental issues.

Housing Density

Most of the Town is proposed to remain single residential at a density reflecting original subdivision patterns, with low to medium density duplex and group housing being restricted to appropriate, specific pockets or locations. Residential use is proposed to be introduced to the Town Centre at medium to higher density in conjunction with commercial development. Medium density residential development will also be provided for as a complementary use on other commercial land within the town.

Medium density housing will also be provided for by way of a discretionary density bonus for sites fronting on to Canning Highway, so as to take advantage of public transport availability. Such development will be subject to specific design requirements including alternative (non-highway) vehicular access, noise attenuation measures and protection of heritage values.

Dual coding is proposed for certain sites as a means of restricting development to meet certain design criteria and thereby allow a density bonus (See Precincts section for details). In addition, corner lots will be considered for additional development to take advantage of the dual street frontage and provide for a more consistent and active streetscape than is the case with 'side' fencing of secondary street frontages.

Existing development which exceeds the prescribed density coding may be re-developed to a higher density than otherwise permitted, provided the design results in an improvement in the scale and character of the streetscape, the amenity of the area, and would meet the objectives for the precinct.

Design

Design guidelines for housing incorporating design principles for new buildings and detail elements of good design, neighbourliness and solar access will be developed for the whole Town. Such general guidelines would suffice where specific design elements are not crucial to the character of a precinct. More specific guidelines may be appropriate for certain precincts where specific design elements are important to the maintenance of existing character.

Design Guidelines can be more effective than strict adherence to development standards. Minimum standards by themselves do not necessarily ensure good development, and sensitive design based on advice, negotiation and encouragement can often achieve an outcome more in keeping with community expectations and one which contributes to a more integrated and cohesive residential environment.

The Residential Design Codes include development standards for a range of housing types. They provide considerable scope for variation at Council discretion, and a number of additional variations will be addressed by way of local planning policies as provided for under the Codes. These variations include specific standards for each precinct as required to maintain consistency with the precinct character. Other variations will apply on a Scheme-wide basis and include the following:

Averaging of front setbacks: The standard provisions of the Residential Design Codes allow for the automatic reduction of front setbacks provided the average setback accords with the specified minimum. Such arbitrary departure from the setbacks which define a particular streetscape has the potential to significantly detract from the character and integrity of the existing development. For this reason, any variations to standard street setbacks should be considered on their merits, and with reference to any impact on the amenity of adjacent properties and the streetscape.

Street setback Standards: Street setback standards have been based on an analysis of existing setbacks within each of the precincts, and have been determined with a view to ensuring that any future development and re-development is sympathetic with the existing character of the relevant precinct. Such a precinct-based approach to street setback standards is now widely accepted as preferable to the one-size-fits-all approach, which has the potential both to dilute the existing character of housing in the Town and to create confusion among developers and residents.

Discretionary variation from the precinct-based standards will still be available where it can be demonstrated that the objectives of the Scheme and the R-Codes can be satisfactorily achieved and there will be no significant adverse impact on the character or amenity of the area. Such discretion will involve consultation with potentially affected property owners, in accordance with the normal requirements of the Codes.

Secondary street setback Reduction: The standard provisions of the Residential Design Codes allow for the automatic reduction of secondary street setbacks to 1.5 metres or less, based only on the adequacy of sight lines. This ignores the importance of front setbacks to the streetscape and character within East Fremantle, and limits the opportunity to negotiate more acceptable developmental outcomes for corner lots. The general provisions for departures from standard setback requirements will therefore be relied upon in the assessment of corner lot development.

Setbacks to garages and carports: It is now widely recognised that domination of the streetscape by car parking structures has the potential to significantly detract from the amenity and character of residential areas. This is particularly the case in East Fremantle where many of the lots have narrow frontages and where much of the existing development pre-dates multiple car ownership. Accordingly, it is proposed that any reduction in setbacks to garages and carports will be dealt with on a discretionary basis, with reference to the impact on streetscape, area character and the practicability of alternative car parking location.

Side and rear setback reduction: The standard provisions of the R Codes which enable a buildings to be constructed up to a side or rear boundary at the discretion of the applicant, has the potential to allow development at variance with the predominant character of East Fremantle. In addition, it does not provide for consultation with those potentially affected by departures from standard setback requirements. Such consultation has been a fundamental principle of decision making in East Fremantle and is widely applied in other local government areas, in which consideration of amenity for adjacent residents is regarded as important.

The general provisions for discretionary variation from standard setback requirements will therefore be relied upon in the assessment of proposals involving side or rear setback reductions.

Building height standards: Building height standards have been based on an overview of existing built form within each of the precincts, and generally follow the standards prescribed in Town Planning Scheme No 2. The intention of the precinct based standards is to ensure that any future development and re-development is sympathetic with the existing character of the relevant precinct. Such a precinct-based approach to building height standards is now widely accepted as preferable to the one-size-fits-all approach, which has the potential to dilute the existing character of housing in the Town. Opportunity will be provided for discretionary variation of building height standards, where it can be demonstrated the development will not adversely affect local amenities or detract from the existing character of the area.

Plot ratio standards: Building bulk is an important element of urban design, and is a cause of complaint about large new buildings, including single houses. While building setbacks, open space requirements and height controls under the R-Codes to some

extent limit the size of buildings, they do not satisfactorily address the issue of building bulk. Accordingly, it is proposed plot ratio standards be adopted for all residential development, with discretionary variation provided for where it can be demonstrated the development will not adversely affect local amenities or detract from the existing character of the area.

Plot ratio standards proposed will be determined on a precinct basis, and taking into account the standards applicable under Town Planning Scheme No 2. In addition, provision will be made to address situations where building bulk is not satisfactorily reflected in plot ratio measurement, namely where voids are included within the envelope of the building.

Heritage Housing

A large number of houses within the Town are of significant heritage value (Town, State or National) as identified in the Municipal Heritage Inventory. Part of the heritage character of these houses is their location on large lots. Removal of these grounds could affect the overall heritage value, and accordingly careful consideration needs to be given to any subdivision proposals involving such sites.

It is thus proposed to protect this part of the Town's heritage by seeking, in the event of subdivision or development, a minimum lot size for the original house, as determined by the Council to be appropriate to each site. This lot size would be independent of the density code, and any new vacant lots created might be permitted to be smaller than the minimum allowable by the density code to off-set any 'loss' of development potential.

In the event of subdivision or development involving a heritage site, the Council will normally require a conservation plan for the heritage house and grounds. The purpose of the conservation plan is to protect those conservation values identified as important and to ensure the ongoing heritage value of the site.

Housing for Aged and Dependent Persons

The Residential Design Codes provide for a density bonus of up to 50% for housing for aged or dependent persons. However, while the density bonus is provided for as-of-right under the Codes, these forms of development will be subject to discretionary approval to ensure the scale and form of development is compatible with that of the surrounding development.

The aged will have housing choice via specific sites for grouped dwellings under the preferred housing strategy and the diverse housing choice already available. Granny flats (*ancillary accommodation*) will also continue to be permitted in all residential areas, subject to a floorspace limit of 60 square metres as provided for under the R-Codes. This is designed to avoid over-development and maintain the distinction from the principal residence in the case of single house sites.

A number of nursing homes exist throughout the Town, and additional development of this kind could be accommodated by way of a scheme amendment to provide for specific forms of development as an additional use. The Council will encourage aged persons housing to be considered for the Town Centre Precinct, the mixed use area and other suitable locations.

4.2 COMMERCIAL DEVELOPMENT

Commercial development is proposed to be provides for as follows:

1. Town Centre Zone
2. Special Business Zone
3. Mixed Use Zone

4. Additional Use Sites
5. Working from Home

Town Centre

Commercial activities focussed on the Town Centre, will be encouraged in order to provide a range of commercial, shopping, civic and community services. Residential development, particularly for aged persons may also be provided for. Under the WA Planning Commission's *Metropolitan Centres Policy* the Town Centre would be a neighbourhood centre, and its retail floorspace is unlikely to exceed 5000m².

Because of this limitation, and the restricted service area of the Town Centre it is not intended the centre would provide the full range of services normally found in a district or regional centre. Accordingly, there are some commercial uses which might otherwise be provided for in larger municipalities which will be prohibited in the Town of East Fremantle, e.g. night clubs. Such prohibition should not be seen as any different from a similar restriction in relation to a neighbourhood or local centre zone under any other local government scheme.

The Centre is currently disjointed and has a number of environmental and access difficulties. A development plan is proposed to guide future development and improvements; this is discussed in more detail in the next section of this report. Commercial strip development along Canning Highway will be vigorously resisted except within the Town Centre.

Special Business Zone

A Special Business area is proposed for the existing commercial centre in Petra Street which straddles Canning Highway. This area is currently developed with a variety of commercial facilities and services, and forms part of a larger centre situated in the adjoining City of Melville on the east side of Petra Street. The adjoining commercial complex in Palmyra has been designated as a District Centre under the *Metropolitan Centres Policy* of the WA Planning Commission, and it is anticipated the East Fremantle site would provide a range of services complementary to the adjacent District Centre.

Mixed Use Zones

Two mixed use areas are proposed under the scheme, one comprising the frontage of George Street in Plympton and the other being situated on the south side of Canning Highway between Glyde Street and Stirling Highway. Residential development combined with existing or limited new commercial development would be provided for but retail shopping would generally be directed to the Town Centre rather than to the mixed use areas.

The George Street Mixed Use area, currently comprises a mix of residential, commercial and community facilities, and while some consolidation is anticipated, it is envisaged the area will retain a significant residential component. Particular attention will also be given to the preservation of the existing character of George Street, with controls on development to ensure future development and changes in use do not prejudice the amenity of the area.

The Mixed Use area situated on Canning Highway currently includes the Trade Winds Hotel (which incorporates the historic Plympton Hotel) and land to its east could sustain development of a similar intensity preferably with a large residential component. Properties west of the Trade Winds should remain occupied by low scale activities and buildings and retention of the existing buildings would generally be encouraged.

Additional Use Sites

It is proposed that selected sites throughout East Fremantle, including the various 'corner' shops within the Town (some now used for residential purposes) be recognised as Additional Use sites for appropriate business uses. This may help to sustain the existence of corner shops, will encourage the re-use of buildings historically built and used for non-residential purposes, and add diversity to the residential area.

Because of the established pattern of development in the Town and the distribution of existing 'corner' shops, it is not considered necessary to provide for further commercial development on a discretionary basis in the residential areas. Accordingly, both 'convenience stores' and 'home stores' are to be restricted in the residential zone. This will provide for a greater level of certainty for residents and encourage the existing zoned (additional use) sites to be used for commercial purposes.

Additional highway-based commercial development such as drive-in fast food outlets and service stations are not generally considered appropriate within the Town of East Fremantle because of the proximity of residential development and the potential for adverse impact on residential amenities. However the existing service station on the corner of Canning Highway and Staton Road has been recognised as an additional use site which protects the existing operation as well as facilitating redevelopment of the site in accordance with the base residential zoning at the discretion of the owner.

Kaleeya Hospital, Pilgrim House and the Braemar Nursing Home are also identified as an Additional Use sites to recognise current usage and enable control over its future development. While the additional use site designation is intended to recognise and facilitate development of these sites, the base (residential) zoning provides the context for any future development and would enable re-development for residential purposes in the event of the sites being no longer required for their specific (additional) uses.

Working from Home

Working from home is a growing trend which has been driven in part by lifestyle changes and facilitated by significant advances in compute and communications technology in recent years. Provided it is limited in scale and does not detract from the amenity of the residential area, or the viability of the Town Centre there would seem to be no planning objections to such activity. Home offices and home occupations can contribute to the Town's economic base and also to the vibrancy of the residential environment by providing local employment and improved security for an otherwise dormitory area.

Of particular importance to their compatibility with residential development is the performance of home based employment (vehicle movements, noise, car parking) and the need to ensure the predominant residential use of the premises is not subordinated by business activity. This can be controlled by limiting the nature of the occupation, the number of employees and the number and type of vehicles which may be used in conjunction with the activity.

Accordingly, home businesses, which provide for the employment of up to two people in addition to the occupiers family will not be generally allowed in the residential area, while home offices will be permitted as-of-right. Because of the wide range of activities covered by home occupation, this will be subject to discretionary control with periodic renewal of approvals to provide the opportunity to monitor performance and respond to any complaints which may arise in conjunction with the particular activity.

4.3 COMMUNITY FACILITIES

Assessment of the need for community facilities has not been carried out as part of the Scheme Review. There are a number of locations in the Town for new facilities that may be considered necessary in the future, and the absence of a detailed inventory should not prejudice the provision of facilities. An assessment would nevertheless be valuable for the Town to take stock of existing facilities, to rationalise these and their locations and assess future needs.

Open space facilities have been briefly touched on in the section dealing with precinct characteristics and issues, and some comments were made by participants of the community workshops regarding the scheme review.

As pointed out previously in this report, most properties are within 400m of a park (400m being considered a comfortable walking distance). The south east corner of the Town is outside this catchment, and access from this area also involves crossing major roads. However, the housing strategy proposes a relatively low density for this part of the Town, which means that most remaining large lots would be retained thereby providing significant areas of private open space.

It is proposed that existing local parks would continue to be classified as local reserves. The development of a new park in the Woodside Precinct should be investigated. Also, shared use of existing restricted access facilities could be investigated and negotiated by the Council including:

- East Fremantle Oval
- Woodside Hospital curtilages (subject to preservation of the heritage value of the premises); and
- Richmond Hill water tower reserve.

4.4 ENVIRONMENTAL RESOURCES

Environmental Management Strategy

A draft Environmental Management Strategy was prepared for the Town in 1993, and provides a basis for on-going management of the various elements identified in that report. However, in light of the time lapse since its preparation, it may be desirable to review this document so as to focus on those environmental issues not directly addressed in the town planning scheme.

The draft Strategy is divided into three parts, namely:

- (i) the biophysical environment - reserves, the Swan River and the foreshore, and native flora and fauna;
- (ii) the built environment - urban design and development control, transport and streetscapes; and
- (iii) the human environment - 'conservers' lifestyle, waste management, environmental health and the greenhouse effect.

The Strategy discusses specific issues by commenting on the importance and relevance of each issue to the East Fremantle community, defining policy objectives, reviewing Council initiatives both past and present to identify Council's current environmental position. The report also identifies areas in which Council could become more involved in future, and provides performance indicators for each of the areas identified.

The draft Strategy is also designed to complement initiatives of the 'State and Federal Governments, and is the result of an emerging contemporary ideology suggesting a *think globally, act locally* response to environmental issues. The policy objectives in the draft are intended to be consistent with the principles of Ecologically Sustainable Development, and it is therefore suggested that the recommendations be incorporated into planning for the Town's future.

Fremantle Port

In recognition of the potential impact of the Fremantle Port a Buffer Definition Study was commenced in February 2000 and completed in 2002. The buffer definition has taken into consideration a range of factors associated with the operation of the Port, including particularly risk, noise and odour. On the basis of the investigation, the Study recommends the establishment of three separate buffer areas, of which the outer two (Areas 2 and 3) affect the Town of East Fremantle.

Because of the potential for port operations to impact on development within the buffer areas, applications involving risk-sensitive, noise-sensitive or odour-sensitive uses but excluding small-scale residential development, will be referred to Fremantle Ports for comment prior to their determination. In addition, proposals involving the rezoning of land within the buffer areas will also be referred to the port authority for advice. Conditions can be applied to any development approval, to ensure appropriate levels of protection are afforded, and/or notice is given concerning the potential for impacts associated with the operation of the Port.

Swan River Environs

The increased importance of protecting the Swan River was recognised in 1998 through the Gazettal of the Environmental Protection (Swan and Canning Rivers) Policy. The purpose of this policy is:

To restore, enhance, preserve and protect the environmental quality, ecological processes and ecological integrity of the Swan and Canning Rivers.

The Policy has application in relation to both the management of stormwater run-off and recognition of the importance of development within the area of visual influence on the 'riverscape', i.e. foreshore, skyline and intervening backdrop to the river. Precinct Policy Plans are currently being prepared for a number of the precincts identified within the areas of immediate influence on the riverscape, and consideration will be given to relevant proposals in the control of development and in Design Guidelines prepared for the Town of East Fremantle under the provisions of the scheme.

5. PLANNING PROPOSALS (by Precinct)

5.1 PLYMPTON

Land Use

The Council intends to retain the area predominately for single dwellings on small lots to reflect the existing heritage character and historical development of the area. Urban renewal by means of rehabilitation of existing heritage housing is to be encouraged. Residential uses will continue to be a priority in George Street. However compatible non-residential uses remain essential to the character of the street and the precinct:

The future of the non-residential uses located along Canning Highway may be considered in different ways. They could be legitimised with a Mixed Use zone, they could be identified as Additional Use sites or they could be classified Residential and continue as non-conforming uses. The second alternative is recommended as the uses are well established but exist within a residential context.

The planning of George Street needs to balance the mix of uses (that contributes to its particular atmosphere) with the effect on the adjoining residential area and the Town Centre: The proliferation of non-residential land uses at the expense of existing residential occupation could upset this balance, and accordingly a specific Mixed Use zoning is proposed: It is intended to provide for a limited range of commercial facilities and services, with the retention of a significant residential component in keeping with the concept of a mixed use area.

The remainder of the precinct is proposed to be zoned residential, allowing dwellings on individual small lots to recognise historical development of the area; although, grouped dwellings should be considered for the corners of Canning Highway and East Street (see proceeding Density section).

Density

The Residential zone is proposed to have a maximum allowable density of R20 which requires an average of one dwelling per 500m². This would reflect the existing pattern where most lots are about 500m² in area. However, the application of an R20 density coding would still enable development and re-development of pre-existing smaller residential zoned lots in accordance with the provisions of the Residential Design Codes.

A higher density of R40 is considered generally suitable for properties along George Street. This would allow one dwelling per 250m² of land and the type of development should be restricted to terrace style, in keeping with similar existing housing in the area.

This density is also considered suitable for the carpark on the corner of Glyde and George Streets, but this would need to be accompanied by controls to facilitate refurbishment and adequate parking for the existing block of flats. An R40 density coding may also be suitable for vacant land on Duke Street currently within the road reserve to provided added encouragement for its redevelopment.

A higher density is appropriate for the north east corner of Canning Highway and East Street, in line with a previous Scheme Amendment adopted by the Council, which provides for a density coding of R80. A higher density would also be appropriate for the south east corner of Canning Highway and East Street to encourage refurbishment of buildings, and to remove access from Canning Highway.

Design

New development throughout the precinct is to be generally small scale and sympathetic to the character (form, mass and materials) of existing development. Design guidelines, specific to Plympton, would be appropriate given the particular type of housing existing. The guidelines would affect new houses as well as alterations and additions. The Mixed Use zone on Canning Highway requires development standards to reflect existing building design patterns. A description of the desired building style may be appropriate, and this matter will also be addressed through the application of design guidelines.

Heritage guidelines would also be appropriate to assist landowners in the refurbishment of heritage houses. Such guidelines could indicate common architectural styles and methods/suggestions of sympathetically refurbishing and making additions.

The following variations to the acceptable development standards under Residential Design Codes will be implemented by way of local planning policy (as provided for under the Codes):

Front Setback should preferably be by street mode based on a standard of 3 metres: Additional setback will normally be required for buildings or parts of buildings in excess of one storey in height, so as to maintain the existing scale of development at street level.

There may be cases in which street setbacks should be increased, and Council will retain this option to ensure consistency with the existing street 'modality'.

Car Parking standards will be subject to discretionary variation where the provision of off-street car parking would be detrimental to the streetscape. In these circumstances, there may be a need to accept on-street parking as an alternative to on-site parking requirements. Consideration will be given to the possible re-engineering of carriageways and footpaths, and the provision of integrated landscaping, to minimise potential adverse impacts associated with on-street parking.

Height Control: In general two storey development is to be provided for subject to strict limits on the actual height of walls and roofs. In the case of new buildings and extensions in the area previously defined (under Town Planning Scheme No 2) as the rear setback area, care is needed to ensure the amenities of adjoining sites are not unduly prejudiced. Accordingly, consideration will be given to a single-storey limit within this area, although any such control would be subject to discretionary variation as provided for under the R-Codes.

Building Bulk: A plot ratio of 0.5 is proposed (in the absence of any specific plot ratio limit for low density areas under the R Codes) subject to discretionary variation in particular circumstances taking into account the impact of any additional building bulk.

5.2 RACEWAY

Land Use

The Council intends to retain the area predominantly for single houses on small lots with the exception of two pockets of group housing. New housing is to be sympathetic with the character of existing development.

Density

The densities of the old Richmond Raceway site are predetermined by its recent subdivision and zoning. A density coding of R20 will continue in the northern part of

the site and R30 in the south, which would prevent any development beyond the existing lot pattern. Two pockets of group housing at a density of R40 exist which allow for one dwelling for every 250m² of land.

Design

Design guidelines exist for the old Richmond Raceway site and would continue to operate. The Richmond Raceway site guidelines should suffice to guide any new development.

Current variations to the Residential Design Codes for the old Richmond Raceway site will be generally maintained as follows, and will be implemented by way of local planning policy as provided for under the Codes:

Front Setback: 3m or 5m in accordance with the guidelines adopted for the area which relate to designated street frontages. Additional setback will normally be required for buildings or parts of buildings in excess of one storey in height, so as to maintain the existing scale of development at street level.

In accordance with the normal provisions of the R Codes, setbacks are subject to reduction at Council's discretion. However, there may be cases in which boundary setbacks should be increased, and Council should retain this option to ensure consistency with the existing street 'modality'.

Carparking: Reducing the requirement to one car bay per dwelling may be considered as two bays are difficult to fit on site without streetscape being adversely affected. Street parking could cater for car parking demands not met by on-site requirements.

Carports should generally not be permitted in the front setback area as this would be contrary to the design objectives for the area and has the potential to detract from the character and amenity of streetscape.

Height Control: In general two storey development is to be provided for, subject to strict limits on the actual height of walls and roofs. In the case of new buildings and extensions in the area previously defined (under Town Planning Scheme No 2) as the rear setback area, care is needed to ensure the amenities of adjoining sites are not unduly prejudiced. Accordingly, consideration will be given to a single-storey limit within this area, although any such control would be subject to discretionary variation as provided for under the R-Codes.

Building Bulk: A plot ratio of 0.4 is proposed (in the absence of any specific plot ratio limit for low density areas under the R Codes) subject to discretionary variation in particular circumstances, taking into account the impact of any additional building bulk.

5.3 WOODSIDE

Land Use

It is the Council's intention to conserve the precinct's heritage and to retain its existing character by maintaining single residences on large lots, avoiding pressures to remove mature trees, and preserve the spacious character of the area as reflected in the streetscapes and generous curtilages. New development in the precinct will generally be restricted to single residential. Some additional group housing may be permitted with street frontage on corner lots.

Most of the non-residential uses along Canning Highway are currently designated "Additional Uses". This retains the underlying residential zone but gives some recognition of the existing use. It also provides the option for the lot to return to residential use at some future time.

Separate consideration is required for those sites on the corners of Canning Highway and Petra Street which is situated at the eastern entrance to the Town and where current land use and development contribute to access difficulties associated with the Bicton/Palmyra shopping centre opposite.

Additional public open space would be desirable in the centre of the precinct as there is currently no such space within reasonable walking distance. Council should investigate the possibility of acquiring land in a central location such as near Fletcher Street between Fortescue and Oakover Streets or closing part of the road/s to create local parks.

Density

A density of R12.5 is proposed for the precinct. This will require 700m² of land per dwelling, and would thus preclude most lots from any development other than a single house. This proposal is in line with community aspirations which were evidenced by the majority opinion at the precinct public workshop.

It is intended to respect the historical development of the area which saw substantial homes on lots of around 'a quarter acre' and backyards providing a greenbelt and a privacy buffer. Retention and refurbishment of existing housing will be encouraged.

Provision will be included in the scheme to allow development up to R20 on corner lots in order to improve the streetscape of side streets and provide development opportunities. The heritage houses in the precinct located on larger lots may need to be considered separately to ensure that closer subdivision does not prejudice the property's historic value.

Medium density housing could also be considered as part of a specific development proposal for the land on the corners of Canning Highway and Petra Street in order to encourage change to occur. Some medium density housing will also be considered for selected lots fronting Canning Highway, subject to specific design requirements including alternative (non-highway) vehicular access, noise attenuation measures and protection of heritage values. In these circumstances, particular care will be needed to avoid incentives to remove heritage buildings or other built form which contributes to the character of the Town.

Design

Design guidelines, to encourage residential development (including extensions) to be in keeping with existing character, would be appropriate given the heritage character of housing in the area.

Variations to the Residential Design Codes will provide precinct-specific development standards, and are considered crucial to maintaining the area's character. The following variations will be applied by way of local planning policy as provided for under the Codes:

Front Setback: A setback standard of 9 metres is proposed so as to retain the current spaciousness of streets. A reduction to the setback from side streets on corner lots may be appropriate, provided the amenity of the streetscape is protected and blank walls and/or fencing is avoided. Additional setback will normally be required for buildings or parts of buildings in excess of one storey in height, so as to maintain the existing scale of development at street level.

There may be cases in which street setbacks should be increased, and Council should retain this option to ensure consistency with the existing street 'modality'.

Carparking: Carports and garages should generally be behind this setback line and not be in front of the house so as to avoid the domination of the streetscape by such buildings.

Height Control: In general two storey development is to be provided for subject to strict limits on the actual height of walls and roofs. In the case of new buildings and extensions in the area previously defined (under Town Planning Scheme No 2) as the rear setback area, care is needed to ensure the amenities of adjoining sites are not unduly prejudiced. Accordingly, consideration will be given to a single-storey limit within this area, although any such control would be subject to discretionary variation as provided for under the R-Codes.

Building Bulk: A plot ratio of 0.4 is recommended in order to limit building bulk (in the absence of any specific plot ratio limit for low density areas under the R Codes).

5.4 RIVERSIDE

Land Use

It is the Council's intention to protect and enhance the precinct's natural features, which include the river environment and limestone scarp, the topography and views. Heritage is to be conserved, with groups of different housing types being retained. Development will reflect the topography, heritage and general character of its surroundings.

The predominant residential land use will be retained and non-residential land uses will be generally discouraged. Single houses and grouped dwellings will be allowed in all areas subject to density limits prescribed under the scheme.

Existing public open space areas should be retained. Pedestrian links between parks and the river foreshore may need to be strengthened, particularly those through the limestone embankment.

Density

A density of R12.5 is proposed for the "Hillside Road/Angwin Street" area and along and north of Pier Street. This will require 700m² of land per dwelling and will thus encourage the retention and refurbishment of existing housing on large lots. This will conserve the area's existing character and respect the historical development of the Hillside Road/Angwin Street area.

It is proposed to continue to allow group dwellings (townhouses) at a density of R30, in the area in between. This would require an average of 300m² per dwelling, which is in line with existing development in the area where there are only a few lots available for redevelopment. It will allow available views and other locational advantages to be enjoyed by a larger number of people whilst maintaining the area's existing character and amenity.

Design

No specific design is characteristic of development in the precinct. Town-wide design guidelines should thus be sufficient to encourage good development in addition to the Foreshore Policy that requires special consideration of development adjacent to the cliff face to ensure its harmony and protection.

Variations to the Residential Design Codes will provide for standards that are peculiar to the precinct's character and will be implemented by way of local planning policy as provided for under the Codes. These would largely relate to the varying topography and relate to setbacks and height as follows:

Front Setback: A setback standard of 7.5 metres is proposed for this precinct, although there will be circumstances in which this will require variation due to topography and the street mode. Additional setback will normally be required for buildings or parts of buildings in excess of one storey in height, so as to maintain the existing scale of development at street level.

There may be cases in which boundary setbacks should be increased, and Council should retain this option to ensure consistency with the existing street 'modality'.

Carparking: Carports may be acceptable within the front setback in some circumstances due to topography, although such facilities should be designed and sited so as not to dominate the streetscape.

Height Control: In general two storey development is to be provided for subject to strict limits on the actual height of walls and roofs. In the case of new buildings and extensions in the area previously defined (under Town Planning Scheme No 2) as the rear setback area, care is needed to ensure the amenities of adjoining sites are not unduly prejudiced. Accordingly, consideration will be given to a single-storey limit within this area, although any such control would be subject to discretionary variation as provided for under the R-Codes.

Building Bulk: A plot ratio of 0.4 is recommended in order to control building bulk (in the absence of any specific plot ratio limit for low density areas under the R Codes).

5.5 RICHMOND

It is the Council's intention to retain the residential character of this precinct, to conserve existing heritage houses and settings, to facilitate the refurbishment of existing grouped and multiple dwellings and to limit the potential for new single houses and grouped dwellings. The precinct is intended to remain largely single residential. Some limited opportunities for grouped dwellings would remain.

Kaleeya Hospital should either remain zoned residential with an Additional Use classification or be identified as an Additional Use site in order to control any future expansion and to make it clear that it is required to respect the surrounding residential area.

Density

A base density of R12.5 is proposed for the whole precinct, which would allow one house per 700m² of land. Infill on corner lots could improve the appearance of streetscapes without detracting from other amenities, and a density bonus is therefore proposed to enable development up to R20.

There was some objection to battleaxe developments at the community workshops. However, this is a precinct where some battleaxe development may be suitable given the great variety of development, lot sizes and shapes which currently exist. Certainly, battleaxe subdivision would be preferable for large deep lots such as those of 2000m² located between Alexandra and Osborne Roads if these were to be developed, in order to protect historical housing.

Design

No specific design is characteristic of development in the precinct. Town-wide design guidelines are therefore considered appropriate to encourage good development. It would be desirable for the original minimum lot size to preserve the historical integrity, with the remaining land being subdivided in order to maintain gross development potential. Heritage guidelines would thus be appropriate to assist landowners with refurbishment of this housing.

With regard to development standards, a high degree of flexibility is required for the precinct since the existing development exhibits so much variety, Council should be prepared to consider proposals involving variation to setback standards subject to amenity being preserved.

The landowners of existing flats located in the precinct, should be encouraged to improve these buildings functionally and aesthetically via refurbishment, modifications to the facade and landscape treatment.

Variations to the Residential Design Codes would provide for any standards that are peculiar to the precinct's character, and will be implemented by way of local planning policy as provided for under the Codes. These would largely relate to the varying topography and relate to setbacks and height as follows:

Front Setback: A setback standard of 9 metres is proposed for this precinct, although there will be circumstances in which this will require variation due to topography and the street mode. Additional setback will normally be required for buildings or parts of buildings in excess of one storey in height, so as to maintain the existing scale of development at street level.

There may be cases in which boundary setbacks should be increased, and Council should retain this option to ensure consistency with the existing street 'modality'.

Carparking: Carports may be acceptable within the front setback in some circumstances due to topography, although such facilities should be sited and designed so as not to dominate the streetscape.

Height Control: In general two storey development is to be provided for subject to strict limits on the actual height of walls and roofs. In the case of new buildings and extensions in the area previously defined (under Town Planning Scheme No 2) as the rear setback area, care is needed to ensure the amenities of adjoining sites are not unduly prejudiced. Accordingly, consideration will be given to a single-storey limit within this area, although any such control would be subject to discretionary variation as provided for under the R-Codes.

Building Bulk: A plot ratio of 0.4 is recommended in order to control building bulk (in the absence of any specific plot ratio limit for low density areas under the R Codes).

5.6 RICHMOND HILL

Land Use

It is intended to conserve the precinct's remaining heritage and to retain the existing character of the area for single houses on large lots. Views contribute to the amenity of the area and are intended to be protected by the maintenance of side setbacks and height limitations on buildings.

It is proposed that the precinct remain predominantly single residential in line with the unanimous opinion expressed at the community workshop. Grouped dwellings could be permitted at two particular locations proposed to be coded R30 as explained in a following section on Density.

The precinct lacks a local park although there are parks in adjacent areas. A local park in the southern part of the precinct would be beneficial and consideration might be given to negotiating the acquisition of land for such purposes as and when the opportunity arises. Discussions should be initiated with the Water Corporation regarding the future and potential use of Richmond Hill Reservoir and its existing impact on local residents.

Density

A base density of R12.5 is proposed for most of the precinct. This would require a minimum lot size of 700m² per dwelling. This reflects existing development and lot sizes except in the area south of View Terrace and east of Gordon Street where lots are about 1000m² in size. It was the unanimous opinion at the community workshop to apply a low density coding and to restrict further infill development.

It is considered however that allowing infill on corner lots could improve the appearance of streetscapes without detracting from other amenities. A density bonus of up to R20 is therefore proposed subject to dual frontage development.

A higher density of R30 is proposed for two isolated sites. One is situated at the corner of Pier and Parker Streets, and is almost fully developed with group houses. A coding of R30 would allow single houses and grouped dwellings at this density in accordance with the existing development. The second area is the vacant land surrounding the heritage house on the corner of Gordon Street and View Terrace. An R30 density code would provide an incentive to refurbish the existing house and develop the now unkempt land.

This could be achieved with a dual coding of R12.5/R30, with any development approval above the base code being conditional upon appropriate refurbishment and an agreed concept development plan.

Design

Town-wide heritage and design guidelines should be applied to the area south of View Terrace and east of Gordon Street. This area includes groups of historical houses that individually are not special but together contribute to the existing street character. These guidelines would help protect and enhance this unity.

Restrictions may however be required regarding trees. Community workshop participants considered trees to be important to the precinct but they should not be placed such as to detract from river views. It is proposed that guidelines be prepared, which will address the issue of neighbours' views with reference to the choice of tree species, sizes and location.

The following variations to the Residential Design Codes would be required for the precinct, and will be implemented by way of local planning policy as provided for under the Codes:

Front Setback: A setback standard of 7.5 metres is proposed for this precinct, although there will be circumstances in which this will require variation due to topography and the street mode. Additional setback will normally be required for buildings or parts of buildings in excess of one storey in height, so as to maintain the existing scale of development at street level.

There may be cases in which boundary setbacks should be increased, and Council should retain this option to ensure consistency with the existing street 'modality'.

Side Setback: Minimum side setback requirements under the R Codes vary according to building height and wall length, but may be as little as one metre. More generous side setbacks may be required to protect views between buildings, and are possible due to the relatively large lot sizes prevalent in this precinct.

Height Control: In general two storey development is to be provided for, subject to strict limits on the actual height of walls and roofs. In the case of new buildings and extensions in the area previously defined (under Town Planning Scheme No 2) as the rear setback area, care is needed to ensure the amenities of adjoining sites are not unduly prejudiced. Accordingly, consideration will be given to a single-storey limit

within this area, although any such control would be subject to discretionary variation as provided for under the R-Codes.

Building Bulk: A plot ratio of 0.4 is recommended in order to control building bulk (in the absence of any specific plot ratio limit for low density areas under the R Codes).

Carparking: Carports may be acceptable within the front setback in some circumstances due to topography, although such facilities should be sited and designed so as not to dominate the streetscape.

5.7 PRESTON POINT

Land Use

It is intended to provide for active and passive recreation areas for the enjoyment of Town residents but which also are a regional attraction. The river environment, heritage landscape areas and views across the precinct from within the precinct and from high ground surrounding the precinct will be protected.

A large proportion of the precinct is retained for Armed Forces use. Should the opportunity to change this use become available in the future, residential and community use should be considered and negotiations undertaken with the federal government before disposal of the land.

Reservation of the land will reflect the existing situation of providing for recreation, community and Armed Forces (public purpose) uses. A long term aim of the Council should be to re-allocate additional foreshore land for public use.

Design

No further buildings should be built in the precinct except within the Leeuwin Army site unless they are absolutely necessary to the carrying out of a recreational activity. Further buildings could compromise the recreational and environmental amenity of the precinct.

Currently Council has no control over development within the Leeuwin Army site. Encouragement should be given to the Army, when possible, to respect the Town's amenity regarding heritage and views. The height of the buildings should not exceed the level of Preston Point Road in order to preserve views across the precinct.

5.8 TOWN CENTRE

Land Use

It is the Council's intention to achieve consolidated attractive development, which includes retail, office, community and residential uses around a central square: Shops and businesses would be encouraged at ground level and offices and residential development at upper levels except on the perimeter of the precinct where residential would be appropriate on all levels.

Design

The overall design should be convenient for pedestrians and also cater adequately for vehicular traffic: Building design should be in harmony with the general character of the Town, and buildings should not exceed the height of the Town Hall.

This section of Canning Highway would particularly benefit from development improvements, which provide an appropriate entry statement to the Town Centre and integrate the development on the north side of the Highway with the rest of the Centre.

A Comprehensive Development Plan is required to guide future development of the Centre. The Plan will need to incorporate the following:

- Places of heritage value should be protected and linked to the rest of the Centre.
- The desirability of retaining the residential buildings on the north side of Canning Highway and along May Street will need to be considered from an historical point of view and with regard to protecting the amenity of adjacent residential areas.
- A village square or piazza is required to provide a focal point for the Centre.
- Medium density housing (about R40-R80) including aged persons' accommodation may be appropriate where it does not impact upon neighbouring residential amenity.
- The design of buildings needs to be of high quality and in keeping and a link with the heritage qualities of the Town.
- The integrity of the Town Hall should be respected as the civic focus of the Centre and the Town. This could be achieved by limiting the height of new development to three storeys.
- Signs in the Centre should be integrated with the building design and controlled so as not to detract from the historic character and symbolic importance of the Town Centre.
- Development should be based around convenient pedestrian access and pedestrian comfort and safety.
- Vehicular access to the Centre needs to be reconsidered by discouraging unnecessary through traffic from adjacent residential precincts.

The implementation of such a development plan should be a long term aim, most likely on a staged basis, given the ownership structure of the Centre. The Plan should thus include improvements that can be undertaken in the short term.

Opinion at the community workshop included suggested the need for immediate improvements regarding vehicular access, signage control and car parking arrangements. The Council could assist by negotiating with and co-ordinating landowners to implement such improvements.

6. IMPLEMENTATION

Implementation of the Local Planning Strategy for the Town of East Fremantle will be pursued principally through the application of the following instruments:

- (a) Town Planning Scheme;
- (b) Planning Policies;
- (c) Design Guidelines;
- (d) Heritage Assessment, and
- (e) Council Development (Works) Program.

6.1 TOWN PLANNING SCHEME

The Town Planning Scheme is divided into eight parts as follows:

1. Preliminary
2. Local Planning Policy Framework
3. Reserves
4. Zones
5. General Development Requirements
6. Heritage Protection
7. Planning Approval
8. Administration and Enforcement

It is proposed to reserve and zone land within the Town in order to provide the basis for controlling the use of land. The Scheme Map identifies the particular zone or reserve in which land is situated, and any special (additional) provisions applicable to individual lots.

Control of development of *reserved* land is based on the particular purpose of the reservation, while the use of *zoned* land is subject to control in accordance with the Zoning Table. The Zoning Table includes a range of use classes, and cross reference between these and the zones into which the Town has been divided up indicates the permissibility of each use class within each zone, viz:

'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;

'D' means that the use is not permitted unless the local government has exercised its discretion by granting planning approval;

'A' means that the use is not permitted unless the local government has exercised its discretion by granting planning approval after giving special notice in accordance with the Scheme;

'X' means a use that is not permitted by the Scheme.

Land uses that are not listed in the Zoning Table would not be permitted, and therefore no right of appeal would exist in respect of any application for such a use within the zone concerned.

While 'A' uses involve automatic advertising before the Council is able to approve such development, Council has discretion to advertise 'P' and 'D' uses and any development it considers appropriate bearing in mind the need for community input into decisions involving development of particular significance to the Town or local area.

Part 5 of the Scheme includes General Development Requirements including the requirement to comply with the Residential Design Codes (R Codes) and provision for

the Special Application of the R Codes. These include precinct specific requirements contained in the Scheme, design requirements and car parking standards.

The residential design requirements are development requirements that apply throughout the Town except as specified. They include some variations to the R Codes but are, more particularly, additional and specific design guidelines. These are included in the Text rather than as a policy because they contain requirements that should apply to most new development in the Town.

The car parking standards for a wide selection of development are set out in a schedule to the Scheme, and are subject to variation in accordance with specific criteria contained in the Scheme which include demand for parking, shared use of parking facilities and the availability of on-street parking.

In general development standards, including car parking, are subject to variation in accordance with procedures laid down in the Scheme, and applications involving such variation will be subject to notification of those most likely to be affected. This is designed to ensure a measure of certainty as to the form of development which is likely to take place and with the opportunity for some involvement in the decision making process where standards are subject to any significant variation.

6.2 PLANNING POLICIES

Current Planning Policies address a range of development issues, and these will initially form part of the policy framework of the new Scheme. However, as and when required, additional planning policies will be prepared and advertised for public comment in accordance with the procedures set out in Part 2 of the Scheme.

The purpose of Planning Policies is to provide guidance to land owners and developers, and to promote a consistent approach to decision making by the Council. As such they will be subject to public advertisement with an opportunity for comment and subsequent fine-tuning before they come into effect.

In addition to Local Planning Policies, developers will be required to give appropriate recognition to any relevant regional and state planning policies and the Council will ensure appropriate consideration of any such policies in its determination of applications for planning approval.

6.3 DESIGN GUIDELINES

Design guidelines are intended to be prepared for the Town as a whole and for individual precincts which exhibit particular features worthy of protection and reinforcement. Guidelines will assist land owners and developers to ensure their development proposals are in accordance with the objectives of the Scheme and contribute towards a high standard of design within the town.

The Design Guidelines will build on the development requirements contained within the Scheme, but will in general provide a more fine-grained guide to development.

Draft Design Guidelines will be advertised in accordance with the requirements for Planning Policies as laid down in the Scheme, which will provide the opportunity for broad community input. Having considered any submissions on the advertised draft Guidelines and made appropriate changes the final Guidelines will be used by the Council to assist in its assessment of applications for Planning Approval.

6.4 HERITAGE ASSESSMENT

Heritage is a significant issue throughout the whole of the Town, and this is intended to be reflected in the designation of the whole of the district as a Heritage Area. Specific places or items of heritage value would form part of a Heritage List.

Demolition of any existing building will therefore be subject to planning approval in accordance with the requirements of the Scheme.

Heritage guidelines would help landowners to sensitively refurbish or make additions to heritage houses (of whatever significance). They could detail the different types of houses found in East Fremantle and suggest sympathetic refurbishment possibilities. These guidelines could apply Scheme-wide, although some precincts such as Plympton and possibly also Woodside would benefit from specific guidelines with more detail.

Places of cultural heritage significance are to be conserved under the Municipal (Heritage) Inventory, which is separate from the Scheme but given recognition in the Scheme Text.

6.5 COUNCIL DEVELOPMENT (WORKS) PROGRAM

The use and development of public land such as roads and recreation reserves, forms an important component of the environment of the Town. Such areas not only contribute to the character of the district but also provide for a range of services which directly affect the utilisation and development of private land as well as the character and amenity of the Town as a whole.

The Council sees the maintenance, development and improvement of this public domain as an important component of its planning functions, although its Development (Works) Program does not form part of the Town Planning Scheme.