

CITY OF FREMANTLE

Local Planning Strategy

Endorsed by the
Western Australian Planning Commission

5 FEBRUARY 2026



Department of **Planning,
Lands and Heritage**



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Local Planning Strategy – Part 1

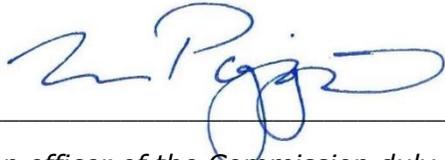
March 2025

OFFICIAL

ADVERTISING

The City of Fremantle Local Planning Strategy certified for advertising on 24 June 2025.

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)

ADOPTED

The City of Fremantle hereby adopts the Local Planning Strategy at the Ordinary meeting of the Council held on the 27 day of August 2025.



MAYOR



ACTING CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)

Date 5 February 2026

Local Planning Strategy

Part 1 – Strategy

March 2025

Contents

1	Introduction	1
2	Vision.....	1
3	Issues/Opportunities	2
3.1	Overview	2
3.2	Community, urban growth and settlement	2
3.2.1	Planning response	3
3.3	Economy and employment	18
3.3.1	Planning response	19
3.4	Environment	31
3.4.1	Planning response	31
3.5	Infrastructure.....	40
3.5.1	Planning response	40
4	Planning areas	51
4.1	Overview	51
4.2	Planning Areas	51
4.2.1	Activity Centres.....	51

	Fremantle City Centre – Strategic Centre	51
	North Fremantle District Centre	67
	Neighbourhood, Mixed Use & Local Centre.....	69
4.2.2	Future Urban Intensification Area North Fremantle Urban Precinct.....	71
4.2.3	Urban Corridors.....	75
5	Strategy Map	78
6	Implementation and Review	79
	Appendix 1 – Future Dwelling Scenarios	80

Figures

	Figure 1: City Plan: City Centre Area	54
	Figure 2: Precinct map (source: City Plan: City Centre).....	57
	Figure 3: Victoria Quat and Manjaree (source: City Plan).....	58
	Figure 4: West End (source: City Plan).....	59
	Figure 5: Fishing Boat Harbours & Esplanade Reserve (source: City Centre: City Plan)	60
	Figure 6: South Bay (source: City Centre: City Plan)	61
	Figure 7: Fremantle Oval, Prison & Hospital (source: City Centre: City Plan)	62
	Figure 8: Walyalup Koort (source: City Centre: City Plan).....	63
	Figure 9: Train Station and Woolstores	64
	Figure 10: Northern Gateway (source: City Centre: City Plan)..	65

Figure 11: Fremantle Park & Queens Square (source: City Centre: City Plan)	66
Figure 12: North Fremantle District Centre	68
Figure 13: North Fremantle Urban Precinct	73
Figure 14: Urban Corridors	76
Figure 15: Local Planning Strategy Map	78

Tables

Table 1: Dwelling forecasts by suburb 2016-2036	3
Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions	5
Table 3: Economy and Employment – Planning Directions and	

Actions.....	21
Table 4: Planning Directions and Actions	32
Table 5: Infrastructure - Planning Directions and Actions.....	42
Table 6: City Centre Planning Actions.....	55
Table 7: North Fremantle District Centre Planning Actions	69
Table 8: Neighbourhood, Mixed Use & Local Centre Planning Actions.....	70
Table 9: North Fremantle Urban Precinct Planning Actions	74
Table 10: Urban Corridor Planning Actions.....	77
Table 11: Dwelling forecasts by suburb 2016-2036.....	80

1 Introduction

The City of Fremantle Local Planning Strategy comprises:

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

The local planning strategy applies to the area shown in Figure 1 – Local Planning Strategy Map (See Section 5).

This local planning strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission and revokes the City’s preceding local planning strategy, endorsed by the City of Fremantle Council on 9 July 2001.

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

- Set out the long-term planning directions for the local government;
- Apply any state or regional planning policy that is relevant to the local planning strategy; and
- Provide the rationale for any zoning or classification of land under the local planning scheme.

The local planning strategy forms the strategic basis for the review and update of the City of Fremantle’s new local planning scheme. It draws on and uses the principles of the 2001 Local Planning Strategy, which formed the basis of LPS 4 when it was prepared. The Local Planning Strategy plans for a 10–15-year timeline.

2 Vision

The Strategic Community Plan 2024 - 2034 outlines the community’s long- term strategic focus and includes a vision organised around the following themes:

- Liveable City

A liveable city that is vibrant, socially connected and desirable.

- Thriving City

A thriving city with a prosperous and innovative economy.

- Creative City

A creative city that is inspiring, diverse and dares to be different.

- Resilient City

A resilient city that plans for the future and is empowered to take action.

- Inclusive City

An inclusive city that welcomes, celebrates and cares for all people, cultures and abilities.

The vision for the Local Planning Strategy is derived from the actions associated with each theme set out in the Strategic Community Plan. The Local Planning Strategy vision is:

“A unique, resilient and liveable city where everyone belongs.”

Fremantle has an established character and form with strong heritage and cultural values. Accordingly, these measures are not stand alone, not solely urban planning, and need to work in concert with non-land use planning strategies and initiatives.

A nuanced place-based response is required to ensure interplay between considerations, innovative approaches and careful evaluation.

The City of Fremantle acknowledges the Whadjuk people as the traditional custodians of the greater Fremantle/Walyalup area.

3 Issues/Opportunities

3.1 Overview

Consistent with the State Planning Framework for Local Planning Strategies, planning issues of relevance to the City are presented under set themes. The following shows how these themes correspond to the City’s Strategic Community Plan 2024 – 2034, noting that Community objectives often overlap with numerous planning themes.

State Planning Framework Theme	Corresponding Strategic Community Plan Theme Objectives
Community, urban growth and settlement	<ul style="list-style-type: none"> • Sustainable growth in city centre population • Sustainably designed and optimised urban and natural environments • A unique built heritage and history that is preserved, protected and shared
Economy	<ul style="list-style-type: none"> • Vibrant and active city centre • A resilient seven-day economy

Environment	<ul style="list-style-type: none"> • A focus on planning for a stronger and more resilient future • An educated and empowered community that seeks to mitigate the causes and effects of climate change
Infrastructure	<ul style="list-style-type: none"> • Connected city • Industry-leading community arts facilities and programming • Functional and inclusive recreational facilities • A future-proofed asset base that remains functional and accessible to the community • A safe and accessible community for all abilities

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

3.2 Community, urban growth and settlement

The City’s rich Aboriginal history and breadth and quality of historic heritage places and traditional streetscapes are regarded as a significant asset that sets Fremantle apart from many other localities in Perth. These places contribute to not just Fremantle’s

but Western Australia's sense of place. As such, the City's history and heritage attributes are regarded as an attraction and opportunity to develop and evolve with contemporary history, while not forgetting the past.

The population of Fremantle grew by 5,806 people between 2006 and 2021 from 26,124 to 31,930. The City is projected to reach a population of 36,562 residents within the lifetime of the Strategy (2036), which will require approximately 2,105 additional dwellings to accommodate the growth based on the 2021 census average household size of 2.2. The State Government's strategic spatial plan, *Perth and Peel @ 3.5 Million* and accompanying *Central Sub-Regional Planning Framework* allocate a target of 7,030 dwellings within the City of Fremantle to be achieved by 2050.

This equates to 180 dwellings per year for a minimum of 2,700 required dwellings by 2036. Forecast id projects that the City is capable of achieving an additional 6,058 dwellings from 2016 by 2036, exceeding the required targets to meet both the population need and dwelling targets under the State planning framework, within the lifetime of the Strategy (refer Table 1).

The increase in population in the City of Fremantle will primarily be accommodated within and around centres and structure planned areas, followed by urban corridors, in line with the objectives of Perth and Peel @

3.5 million. The suburb of Fremantle will likely see the most marked population increase in the City Centre and Queen Victoria gateway (+3,367) as well as the Knutsford and Swanbourne Street development area (+1,322), followed by North Fremantle (Fremantle Port land not accounted for) in McCabe Street (+1,043) and Beaconsfield (+675) in the Heart of Beaconsfield master planned area. Hilton, White Gum Valley and Samson will see smaller population increases.

Table 1: Dwelling forecasts by suburb 2016-2036

Prepared by .id the population experts, July 2023

Area	2016		2036		Change 2021 -2036	
	Dwelling Number	% housing stock	Dwelling Number	% housing stock	Dwelling Number	% increase
Beaconsfield	2,381	16.2	3,124	15.1	+743	+31.2
Fremantle	4,596	31.3	8,366	40.3	+3,770	+82.0
Hilton - O'Connor	2,065	14.1	2,272	11.0	+207	+10
North Fremantle	1,787	12.2	2,645	12.7	+858	+48
Samson	800	5.4	865	4.2	+65	+8.1
South Fremantle	1,649	11.2	1,910	9.2	+261	+15.8
White Gum Valley	1,411	9.6	1,565	7.5	+154	+10.9
City of Fremantle	14,689	100	20,747	100	+6,058	+41.2

3.2.1 Planning response

To promote diverse, affordable, accessible and safe communities, the City is planning for future development that is well located and serviced, sympathetic to the character, history and heritage

of the place, and provides for housing, open space and community facilities to suit the needs of existing and future communities.

In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1. Urban Structure
 - Promote urban consolidation in a staged rollout, through increased density within and around centres and structure planned areas as priority locations. The City's aim is to maintain a fine grain walkable urban structure and environment whilst accommodating changing retail trends, regional traffic growth and changing lifestyle and transport preferences.
2. Housing
 - Accommodate diverse housing which meets or exceeds infill targets while accommodating different community needs and incomes in a market-driven economy, including providing affordable housing and sufficient housing for the elderly and people with disabilities.
3. Built form and character
 - Continue to protect Fremantle's Aboriginal and historic heritage as a significant asset and an integral part of Fremantle's sense of place. Support adaptive reuse and the ongoing utility, interpretation and value of heritage buildings.
 - Promote high design quality in significant new buildings.
4. Public Open Space and Community Facilities
 - Improve resilience by promoting more energy- and water- efficient buildings and considering whole-of-life sustainability.
 - Focus on public open space acquisition and upgrades to cater for growth in population and changing community needs. Make equitable and effective provision for funding of community facility upgrades required to support new development.
5. Planning Framework
 - Holistic review of the planning framework for efficiency and improvement.

Table 2: Community, Urban Growth and Settlement – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1 Urban Structure	i. Promote urban consolidation in a staged rollout, through increased density within and around centres and structure planned areas as priority locations, followed by corridors.	a. In addition to the actions outlined for activity centres under Part 4 of the Strategy, proactively investigate opportunities for increased residential density and review development standards around centres and corridors to reflect centre hierarchy, support urban consolidation, promote housing diversity, reduce car dependency, and achieve contemporary built form transitions between high to medium/low density areas.	Reference: SPP2.0, SPP3.0, SPP4.2, SPP7.2, P&P @3.5 million [Consolidated Urban Form], Central Sub-regional planning framework, WA Climate Policy, CoF SCP Part 2: 4.2.4 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>b. Consider whether structure plans for the following areas should be extended, amended, or allowed to lapse, with any areas of full buildup normalised into the scheme. In amending or creating new structure plans, consider addition of minimum yields and collaborate with adjoining local governments (where relevant) to coordinate planning objectives:</p> <ul style="list-style-type: none"> i. DA1 – Knutsford Street East, Fremantle ii. DA4 – Swanbourne Street, Fremantle iii. DA6 – Wool Testing and Sealanes, South Fremantle iv. DA7 – Lefroy Road Quarry, Beaconsfield. v. DA18 – 9-15 McCabe Street 	<p>Reference: SPP7.2, P&P @3.5 million, Central Sub-regional planning framework</p> <p>Part 2: 3.6 Structure plans</p>	Short Term (1-5 years)	All
		<p>c. Investigate how outcomes of the Heart of Beaconsfield Masterplan can be addressed through the local planning framework, including additional district level recreational space reflective of growing population and community need.</p>	<p>Reference: Position Statement - POS</p> <p>Part 2: 4.2.5: Public open space and community facilities</p>	Short Term (1-5 years)	D

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	ii. Provide a centre hierarchy reflective of future need taking into account population growth, changing retail environment and existing and local context and supporting walkable transit oriented structure.	d. Following activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation.	Reference: SPP4.2, P&P @3.5 million, Central Sub-regional planning framework, SPP7.2, CoF SCP Part 2: 4.2.4 Activity centres, 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All
		e. Monitor the North Fremantle and McCabe Street Areas for potential to create a new Neighbourhood or Local Centre based on residential development uptake and retail needs, and collaborate with adjoining local governments to ensure coordinated planning and service delivery.	Reference: SPP 4.2, P&P 3.5 Million Part 2: 4.3.1 Activity centres	Medium term (5-10 years)	B, C

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		f. Promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network and reduces use of cars.	Reference: SPP4.2, Liveable Neighbourhoods and 1.5 Bicycle Planning, WA Climate Policy, CoF SCP Part 2: 4.2.2 Built form and character	Ongoing (throughout the life of the LPS requiring regular review)	All
2. Housing	iii. Accommodate diverse housing (including adaptable, accessible and affordable), in well serviced locations, which meet or exceed infill targets and demographic need.	g. Ensure a mix of densities throughout the City, accommodating differing housing typologies, by primarily considering medium to high density residential development on redevelopment sites.	Reference: DCP1.6 Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>h. Undertake a housing needs analysis to identify future needs, including affordability, diversity and aged care requirements, and investigate incentivising needs from the strategy into the local planning framework.</p>	<p>Reference: Residential Accommodation for Ageing Persons Position Statement</p> <p>Part 2: 4.2.1 Housing</p>	<p>Short (1-5 years)</p>	<p>All</p>
		<p>i. Investigate innovative housing models that address local context and values, and support density of population and housing affordability, through low impact infill in established neighbourhoods including:</p> <ul style="list-style-type: none"> i. Undertake a review of Freo Alternative and seek to implement outcomes of the investigation through subsequent scheme and/or R-Code reviews for the localities. ii. Identify any non-conforming density sites and subsequent opportunities for redevelopment. 	<p>Reference: SPP7.3, DC1.6</p> <p>Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP</p> <p>Part 2: 4.2.1 Housing</p>	<p>Short (1-5 years) to Long term (10- 15 years)</p>	<p>All</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		j. Review the effectiveness of the City’s split coding provisions and locations to ensure a balance between density and sustainability outcomes.	Reference: P&P @3.5 million, Central Sub-regional planning framework, PS Residential Accommodation for Ageing Persons. Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All
		k. Ensure strategy and scheme remains effective and achievable by monitoring development rates and periodically review feasibility constraints and impediments to uptake.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All
		l. In collaboration with the Department of Communities (landowner), review the zoning of Lot 125 (No. 100) Hampton Road, Fremantle. Consider rezoning if redevelopment of the site is not being pursued.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2: 4.2.1 Housing, 3.6 Structure plans	Medium term (5-10 years)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	iv. Provide a variety of housing options to support the needs of the community	m. Investigate opportunities within the local planning framework to incentivise housing diversity, particularly for affordable housing, aged and dependent persons dwellings and universally designed and adaptable dwellings for aging in place and people with a disability. This may include plot ratio or building height and/or consideration of acceptable development standards.	Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All
		n. Advocate for affordable and social housing initiatives to be embedded in the state planning framework.	Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		o. Create design guidance or policies for alternate housing types that are currently absent from the planning framework, such as student housing, co-living, etc.	Reference: Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	
3. Built form and Character	v. Continue to protect Fremantle’s Aboriginal and historic heritage and support adaptive reuse of heritage buildings	p. Work with relevant agencies to identify additional Aboriginal heritage sites and increase awareness of existing sites.	Reference: SPP3.5, CoF SCP Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All
		q. Ensure up to date local heritage protection and increase clarity over protection requirements and opportunities for adaptive reuse. This work will include continual reviews of, and updates to, the City’s Heritage List, Heritage Areas, Local Heritage Survey and associated policies including specific heritage area policies.	Reference: SPP3.5, Part 2: 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
		r. Maintain, update and review conservation plans for City-managed buildings.	Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		s. Maintain the City's unique streetscape character in all suburbs. Review streetscape policy requirements which recognise historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.	Reference: SPP3.5 Part 2: 4.2.2 Built form and character, 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
	vi. Promote high design quality in significant new buildings	t. Investigate the suitability of utilising scheme provisions to support Design Review input into significant developments, including to review design principles and terminology to align with SPP 7.0.	Reference: SPP7.0 Part 2: 4.2.2 Built form and character	Short term (1 - 5 years)	All
	vii. Promote high quality public spaces and street interface	u. Provide clear framework for complementary public-private interface by developing Public Realm Plan at precinct scale, focusing on centres.	Reference: Part 2: 4.2.4 Built form and character	Long term (10 – 15 years)	All
4. Public Open Space and Community Facilities	viii. Maintain a network of high- quality parks and reserves adequate to service the needs of a growing	v. Undertake a detailed needs analysis of public open space to determine whether a shortfall will exist with increased density, and investigate cash-in-lieu of public open space contribution options to cater for population increase.	Reference: Part 2: 4.2.6 Public open space and community facilities.	Medium term (5-10 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	population.	w. Consider removal of historic residential density codes over Open Space reserves under the scheme.	Reference: SPP2.0, Position Statement - POS Part 2: 4.2.5 Public open space and community facilities.	Short term (1 - 5 years)	All
5. Planning framework	ix.Ensure consistency and continued improvement of the planning framework	x. Ensure local planning policies (LPPs) remain useful and relevant, and consistent with local and state planning intentions by progressively and continuously reviewing, updating and repealing (if applicable) all LPPs.	Reference: All SPP particularly SPP7.3, CoF SCP Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>y. Investigate zoning anomalies on the Scheme Maps and identify appropriate zones or reservations accordingly:</p> <ul style="list-style-type: none"> i. Portion Lot 100, 45 Henderson, Street Fremantle ii. Portions Lot 72, 2 Barker Street, North Fremantle iii. Lot 26, 44 Tydeman Road, North Fremantle iv. Portions Lot 71, 50 Tydeman Road, North Fremantle (Railway Hotel Site) v. Lot 66, 74 Parry Street, Fremantle (ROW) vi. Lots 5 and 503, 92 South Terrace, Fremantle vii. Lots 1850, 1851, 1852, 94 South Terrace 	<p>Reference: MRS, CoF SCP</p> <p>Part 2: 4.2.6 Planning framework</p>	<p>Short (1-5 years)</p>	<p>All</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>z. Work with the WAPC and other relevant State government agencies to investigate MRS anomalies and improve the planning framework. This may include:</p> <ul style="list-style-type: none"> i. Reviewing regional reserves over Victoria Quay and Fremantle Fishing Boat Harbour in the context of redevelopment plans. ii. Reviewing disconnected parts of the regional road network, potentially in conjunction with advocacy for a 'green road' category focused on public transit. iii. Working together with Main Roads, DPLH, Department of Transport and Major Infrastructure and private landowners to resolve the preferred Curtin Avenue alignment and its reservation. iv. Investigating Coastal foreshore management solutions within the Parks and Recreations Reserve to provide for an appropriate response to coastal processes. v. Reviewing the Industrial zoning of residential properties in O'Connor. 	<p>Reference: MRS, CoF SCP</p> <p>Part 2: 4.2.6 Planning framework</p>	<p>Short (1-5 years) to Long term (10- 15 years)</p>	<p>B,C</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		aa. Advocate to, and work collaboratively with, DPLH to advance proposals on strategic sites: <ul style="list-style-type: none"> i. Fremantle Oval ii. Possible extension of Norfolk Street and the potential redevelopment of the Italian Club site, subject to MRS amendment/rezoning. 	Reference: MRS, DCP5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space, CoF SCP Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	A
		bb. Ensure energy and water efficiency incentives are effective by maintaining and periodically reviewing incentives for energy and water efficiency, and other sustainability measures, through the scheme or local planning policies.	Reference: CoF SCP, WA Climate Policy Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All
		cc. Ensure alignment with planning regulations by updating Local Planning Scheme to further align with Planning regulations and statewide model scheme text.	Reference: CoF SCP Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

3.3 Economy and employment

The City's Retail Needs Assessment (RNA) 2023 recognises that Fremantle plays an important role in supporting access to goods, services and employment for the metropolitan area; it is a major tourist destination attracting visitors to the State and is home to a high concentration of heritage and cultural assets that have State and National significance.

Activity Centres

The national and international downturn of the main street has affected the City's retail landscape. To buffer the effects of the downturn, Fremantle has further evolved into food and beverage, and entertainment centre uses that serve both daytime and night time economies.

Fremantle contains a Strategic Centre, a District Centre, nine Neighbourhood Centres and 13 Local Centres. Despite this, the RNA identifies retail gaps and additional retail need in higher order centres within the City.

In addition, during the lifetime of the Strategy, the City Centre and North Fremantle are expected to undergo significant change. In the City Centre, this is anticipated as a result of precinct planning, the Future of Fremantle project and Fremantle Oval redevelopment.

For North Fremantle, factors of change also include the Future of Fremantle project, proposed developments in and around McCabe Street and a recent MRS amendment north of Tydeman Road. As a result, pressure will be placed on the District Centre in North Fremantle and planning will need to respond to ensure the City's centres can service the growing population while maintaining a clear hierarchy.

Port

In 2020, the State's Westport planning program identified Kwinana as the preferred location for the relocation of significant functions of the Fremantle Port. The State's endorsed Future of Fremantle project therefore aims to develop a long term vision (50+ years) for the future redevelopment of the Port. The project area consists of more than 260 hectares of land, encompasses Victoria Quay, North Quay, Rous Head and North Fremantle land situated north of Tydeman Road.

The Port is a large employment focus for Fremantle. The City is cognisant of the economic and employment (as well as social and physical) impacts of the proposed relocation of most port functions to Kwinana, whilst also recognising the opportunities the redevelopment of port lands presents.

The western end of Victoria Quay has already been rezoned to allow redevelopment as a cultural and tourism-based precinct. Being adjacent to the Fremantle city centre and Fremantle train station, this area has the potential to create significant growth in business activity and employment. Precinct planning, along with better connectivity between the City and Victoria Quay is needed to enable this.

Industry and Other Centres

The creative (including film) industries, maritime-based research commerce and industry (blue economy), sustainability and other knowledge-based industries all represent emerging strategic employment opportunity sectors as Fremantle's complementary role to more conventional industrial and business districts evolves. Fremantle is also a regional, national and international tourist destination with a must-visit reputation, well attended events, a walkable heritage core, and wide range of food, beverage and entertainment options.

3.3.1 Planning response

In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1 Activity Centres

The City's aim is to promote urban consolidation in a staged approach by primarily considering proposals for increased density within and around centres and structure planned areas as priority locations. Intertwined with this, the City intends to strengthen the economic and employment roles of activity centres and fill retail gaps, while maintaining the hierarchy of activity centres, by ensuring the primacy of the City Centre (Strategic Centre) as the main centre for commercial, shopping and entertainment within the City.

The City will closely assess development opportunities in and around the evolving North Fremantle district centre to ensure the projected population is adequately serviced, while not detracting from the Strategic Centre. This may involve modifying or introducing new centres in North Fremantle, including a neighbourhood centre around McCabe Street.

In response to Activity Centre planning, the City has also pinpointed a need to identify and delineate Neighbourhood and/or Local centres along existing corridors to prevent linear and out of centre development.

The City Centre, North Fremantle District Centre and Urban Corridors have been included as Planning Areas within Part 4 of this Strategy to guide future updates to the planning framework accordingly. The South Fremantle centre may expand into a district centre in the medium term, while other smaller local centres, particularly single-lot centres, will need to be reviewed. Should the Knutsford area accelerate the transition from

industrial to residential, a local centre could be planned for the area.

The Retail Needs Analysis identifies that many centres are underperforming based on their expected productivity, likely as a result of a lack of a supermarket and (in the City Centre) a major anchor.

2 Port

The City has identified three critical areas that require early planning and investment to build a strong foundation for Future of Fremantle and an overall positive impact on the broader City of Fremantle:

- Economic revitalisation within the existing City Centre and its connections to waterfront;
- Investigating a clear integrated transport plan for North Fremantle as a District Centre confronting major changes;
- Investigating and advocating for an appropriate governance model / agency to advance the planning and redevelopment, including a central role for local government and integration of land use and transport planning.

3 Industry

Maintenance of suitable zoning, access to infrastructure, and support for emerging industry and colocation and consolidation are important in optimising the potential of all industries to thrive and call Fremantle home over the next 10-15 years.

Overall, the local planning strategy facilitates trade, investment, innovation, employment and community betterment by providing

suitably zoned and serviced land for commercial activities and services.

This includes facilitating opportunities for local employment, tourism, healthcare and knowledge-based industry as well as

avoiding land use conflicts by separating incompatible uses through zoning and the provisions of buffers (i.e. Fremantle Port and O'Connor buffers).

Table 3: Economy and Employment – Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1. Activity Centres (retail, commercial and entertainment)	i. Promote Fremantle as Perth's second city: a vibrant, multi-use Strategic Centre and ocean gateway to the city.	a. Explore ways in which the local planning framework can encourage a compatible mix of land uses, that provides flexibility and improves walkability. This may include considering the role of structure plans in directing ground floor commercial uses in the City Centre's core with the opportunity for residential density on upper floors, to the periphery and off the main streets.	Part 2: 4.3.1 Activity centres recognises the need to provide for wide range of uses consistent with role as strategic centre and protection of heritage character Reference: SPP4.2, CoF SCP	Ongoing (throughout the life of the LPS, requiring regular review)	A

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>b. Work collaboratively with the Department of Transport and Major Infrastructure to support the harbours' continued evolution as both authentic working harbours, and significant marine industry, employment, tourism, recreation destination and a blue economy complementary to the broader City Centre. Including to participate in review of the Fremantle Harbours as a key part of the City Centre.</p>	<p>Part 1: Table 3-m,n,t Part 2: 4.3.1 Activity centres, 4.3.3 Industry</p>	<p>Short term (1-5 years) – Medium term (5 – 10 years)</p>	
		<p>c. Review of development and land use standards around the Paddy Troy Mall to facilitate a diverse or select mix of land uses and improve functionality and vibrancy of this area of the City Centre.</p>	<p>References: Part 2: 4.3.1 Activity centres CoF SCP</p>	<p>Medium term (5 – 10 years)</p>	
		<p>d. Review noise conflicts and management strategies within the City Centre, including considering establishment of a Special Entertainment Precinct.</p>	<p>Reference: PSG Special entertainment precincts (draft), CoF SCP. Part 2: 4.3.1 Activity centres</p>	<p>Medium term (5 – 10 years)</p>	<p>A</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		e. Utilise the City Plan: City Centre to inform future Precinct Structure Planning or subsequent stages of planning, where relevant.	Reference: SPP4.2, CoF SCP Part 2: 4.3.1 Activity centres	Long term (10– 15 years)	A
		f. Increase attractiveness of Fremantle as a destination, and economic and tourism focal point by advocating (e.g. to state government and other agencies) for place-making design interventions to: <ul style="list-style-type: none"> i. better connect the City Centre with its waterfront; ii. improve legibility and connectivity between tourist destinations within the City; and improve legibility and connectivity to tourist destinations outside the City such as Cottesloe, Perth and Coogee Beach. 	Reference: SPP7.3, Perth and Peel @3.5mil, CoF SCP Part 2: 4.3.1 Activity centres, 4.5.1 Transport network, 4.5.6 Tourism	Ongoing (throughout the life of the LPS, requiring regular review)	A, B, C
	ii. Maintain a functional network and hierarchy of centres to service the local population and maintain a 'walkable' urban form	g. Avoid out of centre commercial/retail development, where it may undermine the viability of established hierarchy of centres.	Reference: SPP4.2. CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>h. At detailed planning stages, such as site specific scheme amendments or structure planning, review opportunity for new local centre / local store in Knutsford and McCabe Street Development Areas in coordination with neighbouring local governments to ensure alignment with broader planning objectives and community needs.</p>	<p>Reference: SPP4.2. CoF SCP</p> <p>Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment</p>	<p>Short term (1- 5 years)</p>	
		<p>i. Review retail needs and investigate ways to fulfill such needs through the planning framework for:</p> <ul style="list-style-type: none"> i. the South Fremantle centre to potentially expand into a district centre and fill gaps in other centres; ii. other centres to fill identified retail gaps. 	<p>Reference: SPP4.2</p> <p>Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment</p>	<p>Medium term (5 - 10 years)</p>	<p>All</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>j. In addition to the actions outlined in the Urban Corridor Planning Area under Part 4, review role and function of Mixed Use areas along Queen Victoria Street and South Terrace, with the aim of defining and strengthening the City's activity centre hierarchy by preventing linear and out of centre development.</p>	<p>Reference: SPP3.5, SPP4.2, P&P@3.5 million, CoF SCP, Part 2: 4.3.1 Activity centres</p>	<p>Short term (1-5 years)</p>	<p>A,B,E</p>
		<p>k. Prepare parking policy for non-residential car parking to optimise accessibility, land use efficiency and place character and function, and investigate parking assessments for different parking rates in precinct plan, centre, or structure plan areas.</p>	<p>Reference: CoF SCP & ITS Part 2: 4.3.1 Activity centres</p>	<p>Short term (1-5 years)</p>	<p>All</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	iii. Maintain opportunity for new investment, business and residential populations in high quality new development	i. Facilitate further residential development and enhance retail and service centre catchment by reviewing feasibility impediments to higher density residential development including Building Code restrictions to adaptive reuse.	Reference: SPP3.5, P&P@3.5 million, CoF SCP Part 2: 4.2.3 Cultural heritage, 4.2.4 Activity centres, 4.3.1 Activity centres	Medium term (5 – 10 years)	All

<p>2. Port</p>	<p>iv. Recognise the economic significance of the port and maritime functions and participate in work that advocates for good economic, environmental and social outcomes.</p>	<p>m. Utilise the City Plan: City Centre to identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including advocating to relevant State government authorities for investigations into:</p> <ul style="list-style-type: none"> i. Rail Crossing Improvements – to connect City to Waterfront, including but not limited to: <ul style="list-style-type: none"> • Cliff Street/Phillimore Street intersection; • Fremantle Train Station pedestrian crossing (west of station); and • Parry Street proposed vehicle crossing. ii. Victoria Quay Activation. iii. Further consideration of Future of Fremantle governance structure to support meaningful City input. iv. Integration of Future of Fremantle planning with extant North Fremantle local centre and City Centre. 	<p>Reference: MRS, CoF SCP</p> <p>Part 2: 4.3.2 Employment, 4.3.3 Industry</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	<p>A</p>
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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>n. For Arthur Head Precinct: Work with Fremantle Ports, Department of Planning, Lands and Heritage and Department of Transport and Major Infrastructure to explore opportunities to enhance understanding of heritage and social significance, and improve precinct's function as a key node in the City Centre, and interface between Fishing Boat Harbour, Bathers Beach, Victoria Quay and West End.</p>			A
		<p>o. Work collaboratively with Fremantle Ports to support the continued transformation of Victoria Quay into a vibrant waterfront destination for tourism and trade, to support increased visitation, recreation and employment that is complementary to the broader City Centre</p>	<p>Reference: MRS, CoF SCP Part 2: 4.3.2 Employment, 4.3.3 Industry</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	A

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
3. Employment	v. Promote economic diversity incorporating traditional city centre functions, maritime uses and industry, tourism, food and beverage, as well as knowledge-based and creative industries and the blue economy	p. Review land use permissibility for all zones to ensure land use diversity, compatibility, and appropriate concentration of related uses.	Reference: Perth and Peel @3.5million, Cof SCP Part 2: 4.3.2 Employment, 4.3.3, Industry, 4.3.4 Tourism, 4.3.5 Knowledge based industry	Ongoing (throughout the life of the LPS, requiring regular review)	All
		q. Facilitate movement of people and employees to and between service and employment nodes. Continue to advocate for improved public transport connections to and between employment centres.	Reference: SPP3.0, SPP7.2, OP1.6, Cof SCP Part 2: 4.3.2 Employment, 4.5.1 Transport network	Ongoing (throughout the life of the LPS, requiring regular review)	All
4. Industry	vi. Protect appropriately zoned and serviced land for industrial uses	r. Review existing scheme provisions related to the O'Connor Industrial area to ensure they are effective and protect the objectives of the Industrial zone. This may include the O'Connor Industrial Interface Special Control Area and/or land use permissibility.	Reference: P&P @3.5million, SPP4.1, MRS, Cof SCP Part 2: 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		s. Manage land use conflict by ensuring areas peripheral to industrial land act as a transitional buffer. This may include undertaking a review of existing zoning, reservations or land use permissibility.	Reference: SPP4.1 Part 2: 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review). Long	
5. Tourism	vii. Build on the existing reputation of the City as a destination by further enhancing its unique attractions to local, regional, national and international visitors.	t. Review the City’s planning framework as it relates to tourism to ensure it is fit-for-purpose, addresses emerging tourism trends, and is consistent with the Planning Bulletin for short-term rental accommodation.	Reference: P&P @3.5million, MRS, Cof SCP Part 2: 4.3.2 Employment, 4.3.4 Tourism, 4.5.6 Tourism	Ongoing (throughout the life of the LPS, requiring regular review).	All
		u. When considering or participating in proposals related to Victoria Quay and Fremantle Boat Harbours, advocate for tourism land uses compatible with the area’s primary functions.	References: Part 2: 4.3.4 Tourism, 4.5.6 Tourism, 4.5.5 Harbours	Ongoing (throughout the life of the LPS, requiring regular review)	A

3.4 Environment

Fremantle has prioritised environmental responsibility for many years, demonstrating considerable leadership in the arena of climate change by declaring the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's Aboriginal and built historic heritage, vegetation, infrastructure and lifestyle. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

The City is predominantly fully developed with limited areas of natural environment remaining. The areas it does have are recognised as of great significance to the City and broader ecosystem and include: river and ocean foreshores, landform and bushland at Cantonment Hill, Clontarf Hill, Fredrick Samson Park and revegetated areas such as Booyembara Park. As the population grows, so too does the importance of these areas and other green spaces, providing both environmental and social benefits.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures. The City's strategy is outlined in its Water Efficiency and Conservation Plan. The need for articulated coastal planning and the impacts of sea level rise is starting to become apparent. The Future of Fremantle Place and Economic Vision calls for a sustainable, long-term 'protect' response that maintains the usability of the beach and supports its role and function as a regionally important destination. Fremantle Council is working with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for

the Port beach area including accommodation of district level beach infrastructure.

3.4.1 Planning response

The effects of climate change will have implications for Fremantle's historic heritage, vegetation, infrastructure and lifestyle. Planning for a more sustainable urban environment through valuing green space, coastal planning, responsible contaminated site management, and implementing best practice water and bushfire management has the potential to contribute to both reducing carbon emissions and/or combating the effects of climate change.

Overall, the local planning strategy seeks to conserve natural assets through continued sustainable development and protecting and conserving natural resources and areas of value, whilst accommodating consolidation in areas.

In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1. Climate emergency
 - Continue to acknowledge the climate emergency and promote sustainable low or no-carbon urban form. Advance responses through both adaptation to the climate emergency impacts, and reducing emissions that cause climate change.
2. Natural Areas & Vegetation
 - Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.
3. Water Resources
 - Protect water resources and promote best practice management.

- 4. Coastal Protection
 - Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.
- 5. Contamination
 - Maintain responsible management of contaminated
- 6. Bushfire prone areas
 - Continued application of the SPP and management of bushfire prone areas in the City sites pending their remediation.

Table 4: Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1. Climate emergency	i. Continue to acknowledge the climate emergency and promote sustainable low or no- carbon urban form. Advance responses through both adaptation to the climate emergency impacts, and mitigation of the change.	a. Consider how the local planning framework can enhance Environmentally Sustainable Design requirements for new development to support a move to low carbon living, more affordable living and more efficient use of limited resources, and urban form that is more resilient to the increased frequency and severity of extreme weather and natural disasters as a result of climate change.	Reference: Western Australian Climate Policy, CoF SCP, LPS4 and LPP. Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>b. Review energy efficiency criteria for density bonuses and explore opportunity to incentivise energy efficient building where appropriate.</p>	<p>Reference: Western Australian Climate Policy, CoF SCP, LPS4 and LPP</p> <p>Part 2: 4.4.1 Climate emergency</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	<p>All</p>
		<p>c. Continue to support initiatives that reduce carbon footprint of urban development.</p>	<p>Reference: Western Australian Climate Policy, SPP 2.0</p> <p>Part 2: 4.4.1 Climate emergency</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	<p>All</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
2. Natural Areas & Vegetation	ii. Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land to improve urban cooling, whilst still accommodating new development.	d. Where regional or local reservations are managed by the City, ensure management practices are aligned with the intent of the City's Greening Fremantle Strategy 2020 and Urban Forest Plan.	Reference: SPP2.0, SPP2.8, OP5.3, CoF SCP Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All
		e. When considering structure plan and development proposals, advocate for connected network of natural/green open spaces as per Greening Fremantle Strategy.	Reference: SPP2.0, SPP2.8, CoF SCP, Greening Fremantle strategy Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>f. Advocate to Main Roads WA and work with DPLH to review and potentially expand Clontarf Hill reserve boundary (R21680) to reflect the Aboriginal Cultural Heritage Register Place 18332 north of Healy Road, existing local planning scheme reservation and/or undeveloped land that could be included in the reserve, to ensure that areas of environmental and Aboriginal heritage significance are protected.</p>	<p>Reference: SPP2.0, SPP2.8 Part 2: 4.4.2 Natural areas.</p>	<p>Medium term (5 – 10 years)</p>	
		<p>g. Consider local foreshore assessments and CHRMAPs of estuaries to determine impact of estuary level rise on built and natural foreshore assets. Use as a basis to inform adaptive management measures and consideration of the potential to expand foreshore areas, including consideration for local road closures and the consolidation of car parks to facilitate foreshore expansion.</p>	<p>Reference: OP2.2, CoF SCP Part 2: 4.4.2 Natural areas</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	<p>All</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>h. Consider how the local planning framework may be able to enhance landscaping requirements for private development to promote increased tree canopy. Includes reviewing the Significant Tree and Vegetation Areas register and the Tree Protection planning policy for efficacy and investigating other options for tree protection and canopy increase.</p>	<p>Reference: Part 2: 4.4.2 Natural areas</p>	<p>Short term (1-5 years)</p>	<p>All</p>
<p>3. Water Resources</p>	<p>iii. Protect water resources and promote best practice management</p>	<p>i. Explore how the local planning framework can support reduced water use and improved management of water cycle. Consider promoting application of integrated urban water management solutions in new development and, in conjunction with the Water Corporation, infrastructure upgrades where required.</p>	<p>Reference: SPP2.0, SPP2.9,PSG Western Australian Climate Policy</p> <p>Part 2: 4.4.3 Water resources</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	<p>All</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>j. Minimise impact of development on river water quality and reduce flood risk by considering need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River, and define any necessary mitigation responses.</p>	<p>Reference: SPP2.9, SPP3.4</p>	<p>Long term (10 – 15 years)</p>	
<p>4. Coastal Protection</p>	<p>iv. Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.</p>	<p>k. Identify whether there are areas outside of the Leighton and Mosman Park Beaches Coastal Adaptation Plan at risk of coastal impacts, including collaborating with adjoining local governments to define any necessary mitigation responses.</p>	<p>Reference: SPP3.4, SPP2.6</p> <p>Part 2: 4.4.4 Coastal protection</p>	<p>Medium term (5 – 10 years)</p>	

		<p>I. Coordinate with adjoining local governments to promote implementation of the City’s Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan, which includes the following actions:</p> <ul style="list-style-type: none"> i. incorporate a special control area for vulnerable coastal areas; ii. develop local policy to manage coastal settlement planning; iii. develop foreshore management plans that include comprehensive policy guidance for temporary development and land use within the coastal foreshore reserve; iv. liaise with the WAPC to request review of the State Coastal Planning Guidelines and review regional plans and strategies to facilitate an appropriate response; and v. request changes to the MRS where needed to support adaptation decisions and 	<p>Reference: SPP3.4, SPP2.6 Part 2: 4.4.2 Natural areas</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	
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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		deliver appropriate strategies.			
5. Contamination	v. Recognise long term constraint to development posed by contamination and support responsible management of contaminated sites pending their remediation	m. Ensure contaminated areas are managed in a safe manner by continuing to apply state legislation & liaise with referral agencies on potentially contaminated sites.	Reference: Part 2: 4.4.6 Contamination	Ongoing (throughout the life of the LPS, requiring regular review)	All
		n. In collaboration with DWER, consider interim uses for Hollis Park & South Fremantle Landfill site which do not restrict long term redevelopment potential and pending resolution of long-term constraints (contamination).	Reference: Cockburn Coast DSP, PSG Renewable energy facilities	Long term (10 – 15 years)	
6. Bushfire prone areas	vi. Continued application of the SPP and management of bushfire prone areas in the City	o. Manage and plan for bushfire hazards by avoiding further land-use intensification in bushfire prone areas unless adequately managed.	Reference: SPP3.4, SPP3.7 Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All
		p. Manage using best practice of bushfire prone sites by continuing to apply SPP and manage bushfire prone areas under the City's control.	Reference: SPP3.4, SPP3.7, Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All

3.5 Infrastructure

As an established metropolitan municipality, the City's hard infrastructure (its roads, rail, port, power, water and wastewater systems, telecommunication, recreational and civic buildings) is well established, having been progressively installed and periodically upgraded over the past 200 years since Fremantle was first settled by Europeans.

As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy.

The Framework identifies several required electricity supply upgrades to accommodate population growth within the City. In addition, wastewater in the vicinity of Strang Street in Beaconsfield, Brockman Place in South Fremantle and Knutsford Street in Fremantle requires extension and/or upgrade as it is currently a constraint to development.

Within the municipality there are many infrastructure projects already underway, led by public authorities in conjunction with the City. These include, but are not limited to, the Swan River Crossings Project, improvements to facilities at North Fremantle station, extension of the Perth-Fremantle Principle Shared Path and the Future of Fremantle project.

Several new projects are identified as desirable in response to changing needs and opportunities, including coastal infrastructure in response to sea level rise and the changing coastal environment, and improved public transport to connect the south and bicycle infrastructure.

As the population increases, an investigation of higher order roads that are operating at capacity will need to be undertaken to determine what upgrades are required.

Looking ahead, as new technology emerges and the population ages, transport needs in the City will include retrofitting facilities for electric powered modes of transportation and accessible infrastructure. In addition, further planning around the upgrade of second tier public transport could identify further rapid transport opportunities.

3.5.1 Planning response

Overall, the response to this theme is to maintain current connections, promote holistic design, continue to advocate for improved public transport connections, maintain port access and buffers, support increased servicing in development areas and sustainable solutions, support sympathetic to the heritage telecommunications infrastructure and be open to different models to fund infrastructure needs. In summary, the planning response, identified through the analysis undertaken in Part 2, includes:

1. Transport
 - Accommodate growing regional movement demands without undermining the fine grain network and active transport opportunities Fremantle has long championed. This may include better understanding the capacity of the existing road network and any impacts from areas identified for intensification. In collaboration with Main Roads, Department of Transport and Major Infrastructure and/or DPLH the City will consider reviewing higher order roads operating near capacity and identify upgrading works to accommodate higher traffic volumes and advocate for improved public transport capacity as a result of upcoding in areas identified for intensification.

2. Port
 - Identify functions necessary for retention and advocating for opportunities for renewal following the relocation of container shipping.
3. Coastal Infrastructure
 - Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts.
4. Servicing
 - Promote service extensions to development areas.
 - Continue to assess the state of current infrastructure and generally give priority to improving and maintaining the network over new works. It will be the City's role to advocate to, and work in partnership with, servicing agencies to ensure that infrastructure within the City is fit for purpose.
5. Telecommunications
 - Maintain efficient telecommunications network and provision for growing demands.
6. Funding
 - Equitable and effective provision for funding of infrastructure upgrades within a highly constrained environment from a limited rates base and with legal and practical restrictions on development contributions.

Table 5: Infrastructure - Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
1. Transport	i. Reconcile both place and movement objectives in their planning and design to ensure the optimal use of land and provision of parking	a. Review parking provision and management, and review scheme parking standards to optimise efficient use of land, resources and access to goods, services and employment.	Reference: CoF SCP & ITS Part 2: 4.3.1 Activity centres	Short term (1-5 years)	All
		b. Collaborate with State agencies over implementation of Swan River Crossings project, including completion of PSP and public realm opportunities around Naval Stores and linking Cantonment Hill to river foreshore.	Reference: CoF SCP & ITS Part 2: 4.3.1 Activity centres	Short term (1-5 years)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	ii. Accommodate growing regional movement demands without undermining the fine grain network and active transport opportunities Fremantle has long championed.	c. In conjunction with Main Roads and/or DPLH, consider reviewing higher order roads operating near capacity and identify upgrading works and holistic design modifications to incorporate multiple modes of transport and/or non-infrastructure solutions to accommodate higher use of transport corridors as a result of upcoding in areas identified for intensification.	Reference: CoF SCP & ITS Part 2: 4.5.1 Transport network	Ongoing (throughout the life of the LPS, requiring regular review)	All
		d. Following confirmation of future freight / transport task force, review transport noise projections and potential benefit of introducing Transport Noise Special Control Areas into scheme to provide mitigation.	Reference: SPP5.4 Part 2: 4.5.1.3 Freight	Long term (10– 15 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	iii. Improve access to employment and services for community, access to employees and economic development for business, and optimise use of infrastructure.	e. Continue to advocate for mid-tier public transport links including rapid transit to support district movement of workforce and population between employment and activity centres. Work with the Public Transport Authority to undertake further corridor planning to ensure that access and catchments within the City are optimised.	Reference: P&P @3.5 Million, CoF SCP & ITS Part 2: 4.5.1 Transport Infrastructure	Ongoing (throughout the life of the LPS, requiring regular review)	Future rapid transport
		f. Maintain an urban structure which supports walking and cycling as preferred modes of transport, with high levels of permeability, accessible consolidated activity centres, passive surveillance, high quality streetscapes and public realm. Refer to Table 2 (1)(i)(a)	Reference: WA Climate Policy, CoF SCP & ITS Part 2: 4.5.1 Transport Infrastructure	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
<p>2. Port</p>	<p>iv. Support continued operation of Fremantle Port pending relocation</p>	<p>g. Ensure the local planning framework supports buffers around Fremantle Port to accord with operational needs, safety and amenity. This may include advocating for protection of existing special control areas and requirements under local planning policy or undertaking a review of these mechanisms to ensure the buffer functions (such as boundary and land use and built form restrictions) are commensurate with port operations.</p>	<p>Reference: SPP4.1, CoF SCP Part 2: 4.5.2 Fremantle Port</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	
		<p>h. Work collaboratively with Main Roads WA, DPLH and/or Fremantle Ports to ensure there is ongoing freight access to the Port, accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents.</p>	<p>Reference: CoF SCP & ITS Part 2:4.5.1.3 Freight, 4.5.2 Fremantle Port</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		i. Work collaboratively with Fremantle Ports and the PTA to improve pedestrian and vehicle connections across the rail line and better integrate Victoria Quay with the City Centre.	Reference: CoF SCP & ITS Part 2:4.5.1.3 Freight, 4.5.2 Fremantle Port	Ongoing (throughout the life of the LPS, requiring regular review)	
3. Coastal Infrastructure	v. Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts	j. In conjunction with Department of Transport and Major Infrastructure and adjoining Local Authorities, continue to monitor shoreline and water level movement.	Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal	Ongoing (throughout the life of the LPS, requiring regular review)	
		k. Work with Department of Transport and Major Infrastructure, Fremantle Ports and DPLH, where relevant, to facilitate long term protection works through the port and harbours.	Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal	Medium-Long / Ongoing (throughout the life of the LPS, requiring regular review)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>i. Promotion of coastal district level facilities, such as proposals related to surf life saving clubs or regional open space, which may be generated from or located within any redevelopment areas to complement nearby facilities, and take into account the Port, Leighton and Mosman Park Beaches Coastal Adaption Plan.</p> <p>Refer to Table 4 (4) (iv) (k) and (l)</p>	<p>Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal</p>	<p>Medium term (5 – 10 years) – Long term (10 - 15 years)</p>	
		<p>m. Participate in future of the boat harbours work with the Department of Transport and Major Infrastructure and other agencies, taking into account changing industry and recreational needs, and opportunities for increased connection to the waterfront.</p>	<p>Reference: SPP7.2, CoF SCP Part 2: 4.3.2 Employment, 4.4.4 Coastal protection, 4.4.1 Transport Infrastructure, 4.5.5 Coastal</p>	<p>Short term (1-5 years) – Medium term (5-10 years)</p>	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
4. Servicing	vi. Promote service extensions to development areas	n. Work with the Water Corporation to identify and plan for any water supply and sewerage infrastructure upgrades or extensions needed to service anticipated demand. In particular, investigate sewer extension to Strang Street, Beaconsfield; Brockman Place, South Fremantle; and Knutsford Street, Fremantle.	Reference: CoF SCP Part 2: 4.5.4 Servicing	As needed	All
		o. Where feasible and appropriate, advocate for innovative and more sustainable service solutions such as shared battery and water reuse schemes in Structure Plans.	Reference: CoF SCP Part 2: 4.5.4 Servicing	Ongoing (throughout the life of the LPS, requiring regular review)	All
		p. Assist in facilitating the appropriate provisions for electricity infrastructure, including a trigger for Western Power referral.	Reference: Part 2: 4.5.4 Servicing	Short term (1-5 years)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
5.Telecommunication	vii. Support efficient telecommunication s network and provision for growing demands	q. Assist to facilitate the policy outcomes of State Planning Policy 5.2 – Telecommunications Infrastructure by updating the City’s scheme and local policy, which may include considering a scheme amendment to ensure Telecommunication Infrastructure is not designated as a ‘use not permitted’ (X) in any zone in the zoning table.	Reference: SPP5.2 Part 2: 4.5.3 Telecommunications	Short term (1-5 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		<p>r. Advocate to, and work collaboratively with, Western Power to deliver telecommunication (including fibre) upgrades to accommodate the City's anticipated population growth and to support economic development. This may include upgrades to substations in Edmund Steet and O'Connor locality and line routes in South Fremantle and O'Connor localities.</p>	<p>Reference: Part 2: 4.5.3 Telecommunications</p>	<p>Ongoing (throughout the life of the LPS, requiring regular review)</p>	<p>All</p>
<p>6. Funding</p>	<p>viii. Implement infrastructure contributions so that costs are apportioned proportional to the need for the infrastructure and facilities, and the demand generated by development.</p>	<p>s. When considering planning proposals that trigger additional or upgraded infrastructure items and where cost-sharing arrangements cannot be implemented through alternative arrangements, investigate the use of Developer Contribution Plans, through Development Control Areas and relevant provisions under the scheme.</p>	<p>Reference: SPP3.6, CoF SCP Part 2: 4.5.4 Servicing</p>	<p>Long term (10- 15 years)</p>	<p>All</p>

4 Planning areas

4.1 Overview

Planning areas are designated places that require specific attention and more detailed planning to realise the long-term direction. This section outlines these areas and offers location-based planning directions and actions including information and direction from the preceding tables 2-5. Each of the areas corresponds to locations identified on the Local Planning Strategy map.

4.2 Planning Areas

Planning areas are activity centres, future urban intensification areas and transit corridors. The following provides a brief overview of the planning areas to establish the context for the proposed planning directions and actions.

4.2.1 Activity Centres

Fremantle City Centre – Strategic Centre

The City Centre Activity Centre encompasses the Core area designated as Central City on the Metropolitan Region Scheme. This includes the West End and City centre area bounded by and including Victoria Quay, the Fishing Boat Harbour and extending to mixed-use/residential streets down to Howard Street. It further incorporates Fremantle Oval and Hospital, Hampton Road/ Ord Street (including Fremantle Park and the Fremantle Leisure centre) to Tuckfield/Burt Street, and the Queen Victoria gateway (Figure 1 below).

The western end of Victoria Quay presents a distinct opportunity within the City Centre as an area that has been converted from active port into a public space. This area has already seen

several significant developments and has the potential to offer much more in terms of employment and amenity.

The City centre is designated as a Strategic Centre under SPP 4.2, and serves as a regional hub tasked with delivering a comprehensive range of tourism, economic and community services essential for the local government area and broader region. Renowned for its historical significance, including the State-listed West End area, World-listed Fremantle Prison, and individually listed heritage places, the Centre seamlessly integrates heritage with contemporary aspects. The city centre thrives on cultural richness through diverse arts offerings, vibrant cafes, and a flourishing local community. Surrounded by a scenic waterfront encompassing the harbours, beach, and river, the centre solidifies its role as Perth's maritime gateway. Committed to sustainability and strategic urban planning, Fremantle prioritises a resident population, green spaces, pedestrian-friendly zones, and economic resilience.

Despite its regional significance, Fremantle faces challenges in maintaining its status as a premier commercial, tourist, and service destination. The emergence of alternative centres, characterised by purpose-built shopping complexes, alongside a sluggish regional office market and the global decline in traditional high street retail, poses significant obstacles to its prominence. Forecasts predict a substantial population surge in the City Centre and Queen Victoria gateway, projecting an increase from 2,784 (2021) to 4,896 individuals in the Strategic Centre by 2036, a 76% increase requiring an additional 1200 dwellings. This projected growth, both within the Centre and its immediate surroundings, will inevitably intensify the demand for services in Fremantle City Centre over the next 15 years and beyond.

In response to these challenges, the City of Fremantle is actively developing a series of comprehensive City Plan volumes focusing on different strategic areas within the scheme area. The City Plan: City Centre is the first such document and focuses on the central City Centre area and environs. This initiative strategically and spatially plans for Fremantle City Centre's growth and evolution in the forthcoming decades taking into account population increases, infrastructure servicing, transport networks, sustainability, climate risks, heritage, vegetation and port relocation. Successfully navigating the conflicting values and objectives necessitates a thoughtful, nuanced, place-based approach to achieve optimal outcomes. The insights derived from this work will shape future projects, precinct planning, and policies related to housing, sustainability, transport, parking, design guidelines, and other planning controls crucial for supporting the centre's sustainable development.

A significant emphasis of this plan is to explore opportunities for increasing the residential population in the City Centre. To realise this objective, the plan considers growth scenarios that surpass state planning targets, aspiring to accommodate an additional 10,000 city dwellers by the year 2050. This potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre. Locating substantial development around the outside of the West End preserves the historic setting and human-scale streetscape of low height (generally 2-3 stories but occasionally up to 5; all less than 18m in height) buildings within the historic centre and view corridors down streets and from significant locales. This ambitious vision aligns with the broader goal of ensuring Fremantle's sustainable growth and prosperity.

Key considerations for the City centre include accommodating and balancing the following:

- Increasing the resident population to support the day and night economies.
- Prioritising sustainable and efficient use of public infrastructure, including public transport and open spaces, and addressing existing or future gaps.
- Enhancing Fremantle's attractiveness as a destination and economic hub (commerce and employment).
- Advocating for design interventions to enhance unique attractions and connect the City Centre with its waterfront.
- Cultivating economic diversity, encompassing traditional functions, maritime uses, tourism, food and beverage, as well as knowledge-based and creative industries, while concurrently maintaining land use flexibility.
- Retaining or enhancing the urban canopy.
- Conserving built and Aboriginal heritage.
- Promoting walkability within the urban landscape.
- Proactively identifying and addressing land use conflicts.
- Supporting sustainable practices including measures for climate resilience and environmental conservation.
- Ensuring accessibility and inclusivity in urban planning.
- Enhancing digital infrastructure to support technological advancements.

To achieve this, further detailed planning is required within the lifetime of the Strategy. Primarily this may involve developing a

Precinct Structure Plan and implementing any local planning scheme changes or developing or amending local planning policies as required.

Figure 1: City Plan: City Centre Area



Table 6: City Centre Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
A Activity Centre - Strategic	Fremantle City Plan: City Centre Area	As Perth's second city, ocean gateway, and a vibrant contemporary place, Fremantle's City Centre plays a leading role in supporting urban and economic development on a regional scale. The focus is on optimising employment opportunities, supporting a resilient 7-day-a-week economy, facilitating land use diversification, and accommodating residential intensification.	<ul style="list-style-type: none"> • Guided by the outcomes of the City Plan: City Centre and the State Planning Framework, develop a Precinct Structure Plan and/or new scheme provisions or policies. • Consider how a Precinct Structure Plan can capture outcomes of the Fremantle Oval redevelopment project. • Incorporate relevant land use and planning outcomes of the City Plan: City Centre into the Local Planning Strategy. • Ensure relevant Local Planning Policies are reviewed and updated where required to achieve the outcomes of the City Plan: City Centre. • Rationalise any zoning, land use and height anomalies, as required. 	<ul style="list-style-type: none"> • Density ranges • Bonus height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future of Fremantle • Links to the Harbour and Victoria Quay • Special entertainment noise precinct • Urban Design • Access and inclusion • Parking management • Developer contributions • CHRMAPS and flooding events 	Part 2: 3.9: City Plan: City Centre 4.3.1 Activity centres	Long term

Complementing the above actions, the City Plan: City Centre breaks the Centre down into 9 distinct precincts and provides a spatial plan for each. The plan captures potential development opportunities, access and transport improvements, and green space linkages. These figures will assist in guiding statutory planning instruments and in liaising with external agencies such as Fremantle Ports Authority and the Department of Transport and Major Infrastructure to integrate Victoria Quay and the Harbour into the wider planning context. The plans include indicative future residential capacity and retail space, and envision that the increased density and corresponding built form increases are located around the outside of the historic West End.

Figure 2: Precinct map (source: City Plan: City Centre)

The following precinct opportunity diagrams can be used as the foundation for the future development of detailed Precinct Place Plans that include:

- Site-specific place influence analysis – map the cultural, historical, economic environmental and social factors that shape the area.
- Public realm priorities – outline key interventions for streetscapes, open spaces, and connectivity.
- Design guidelines – guide built form, materials, and integration of new development into the character of each precinct.
- Developer guidelines – guide developers in contributing meaningfully to place outcomes and delivering shared community benefits.
- Economic and Community Strategies – set a plan for future community and visitor infrastructure, small business support, night-time economy opportunities and place branding, tourism, events, and activation programming.

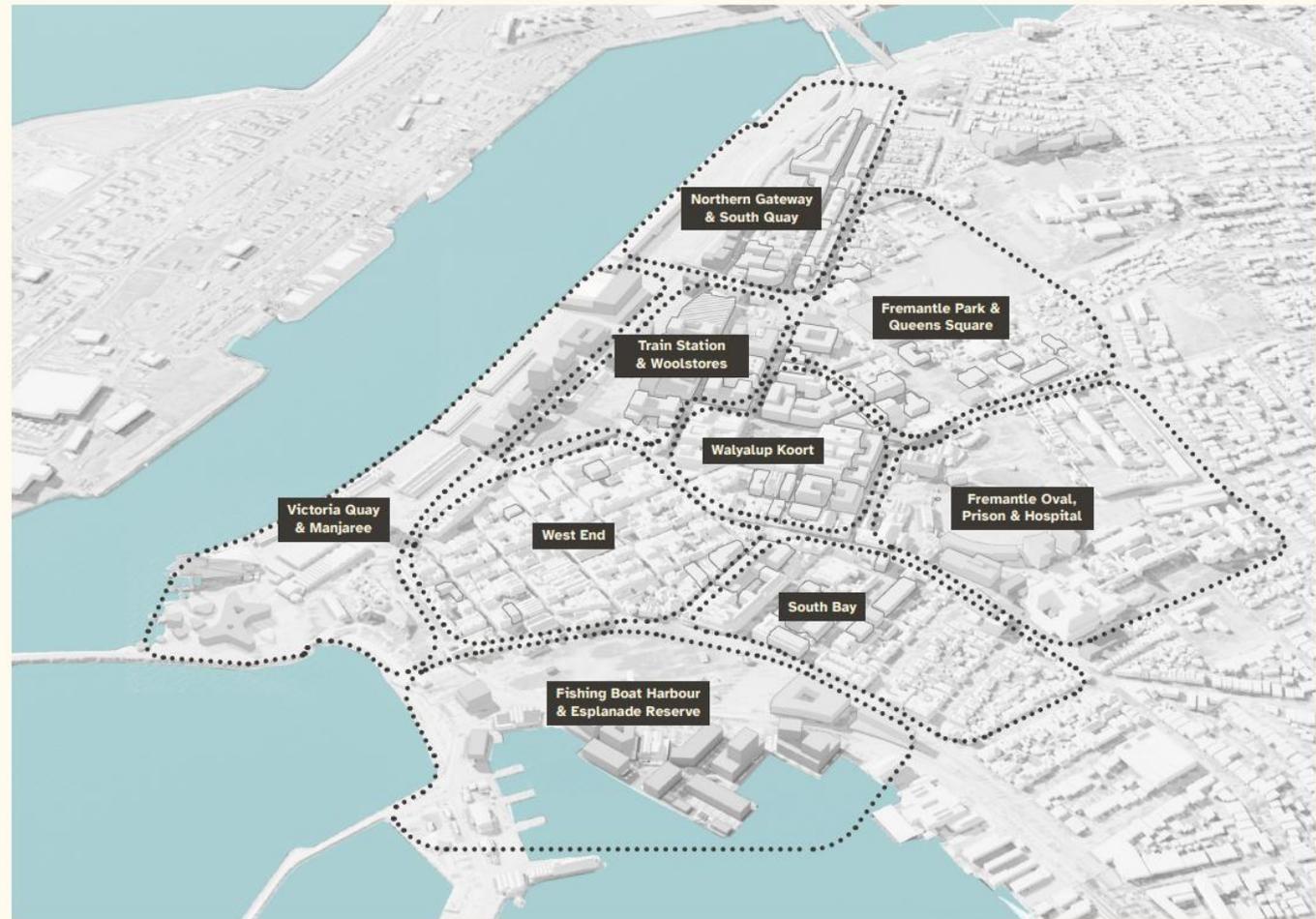


Figure 3: Victoria Quat and Manjaree (source: City Plan)

Discussions with Fremantle Ports and the Department of Planning focus on mixed-use activation, improved public realm, and stronger connections with the city core. At Manjaree efforts are ongoing to activate and promote this area as a major cultural destination.

-  New builtform - mixed uses
-  Retrofit + activate existing builtform
-  Train line - Perth to Fremantle
-  Freight line
-  Train Station
-  Opportunity to relocate bus interchange
-  Opportunity for Multistorey car parking
-  Existing or potential Community uses
-  Existing or potential Cultural uses
-  Opportunity to improve pedestrian connection
-  Opportunity to improve vehicle connection
-  Opportunity to improve bike route / shared path
-  Existing bus routes with long-term opportunity for mid-tier transit or improved bus priority
-  Opportunity for new or realigned bus route
-  Opportunity for Greening/ WSUD
-  Victoria Quay, State land - subject to future planning

0 existing residents

2021 census

800 future total residents

Capacity assumes additional 444 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

8000 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area

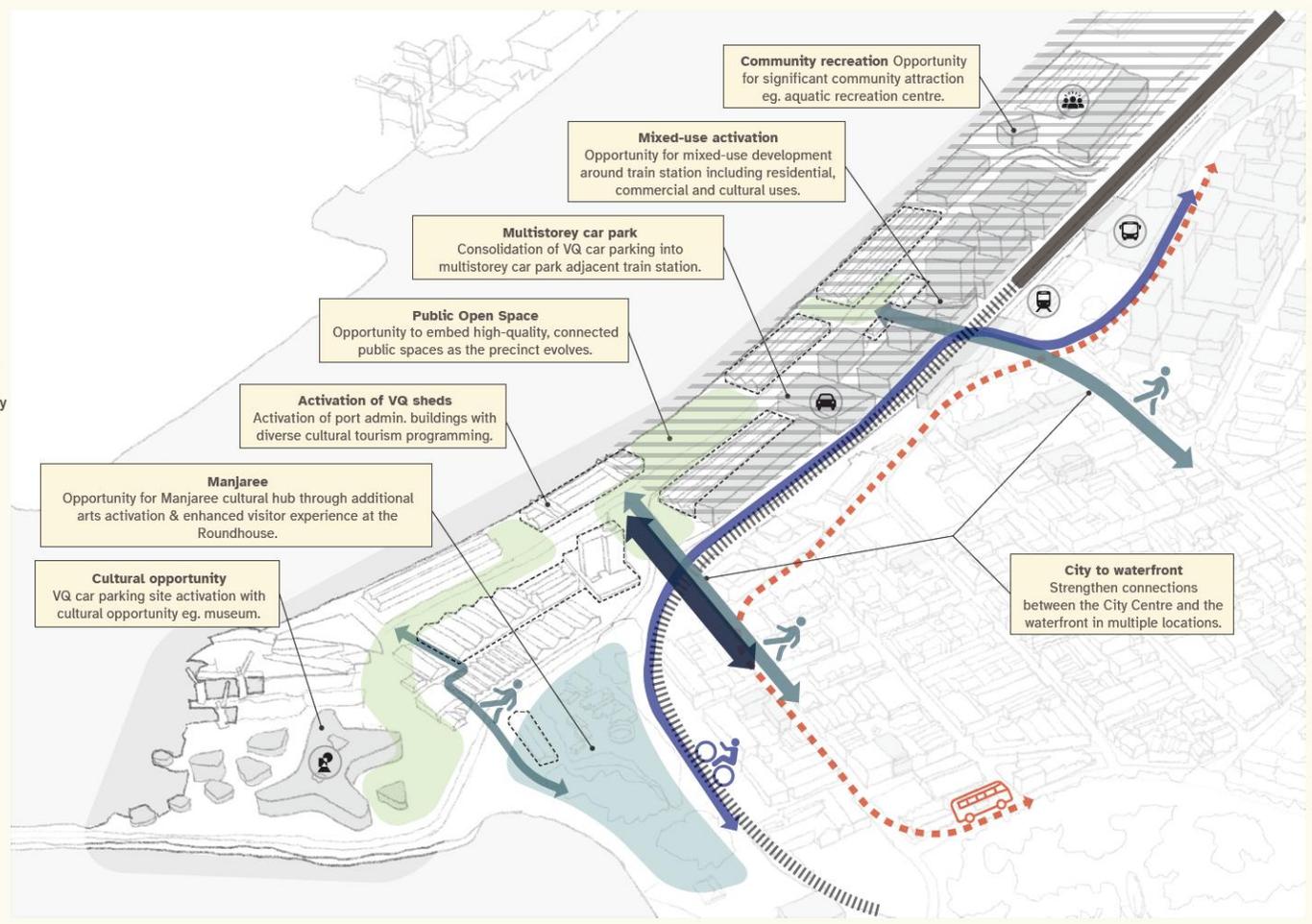


Figure 4: West End (source: City Plan)

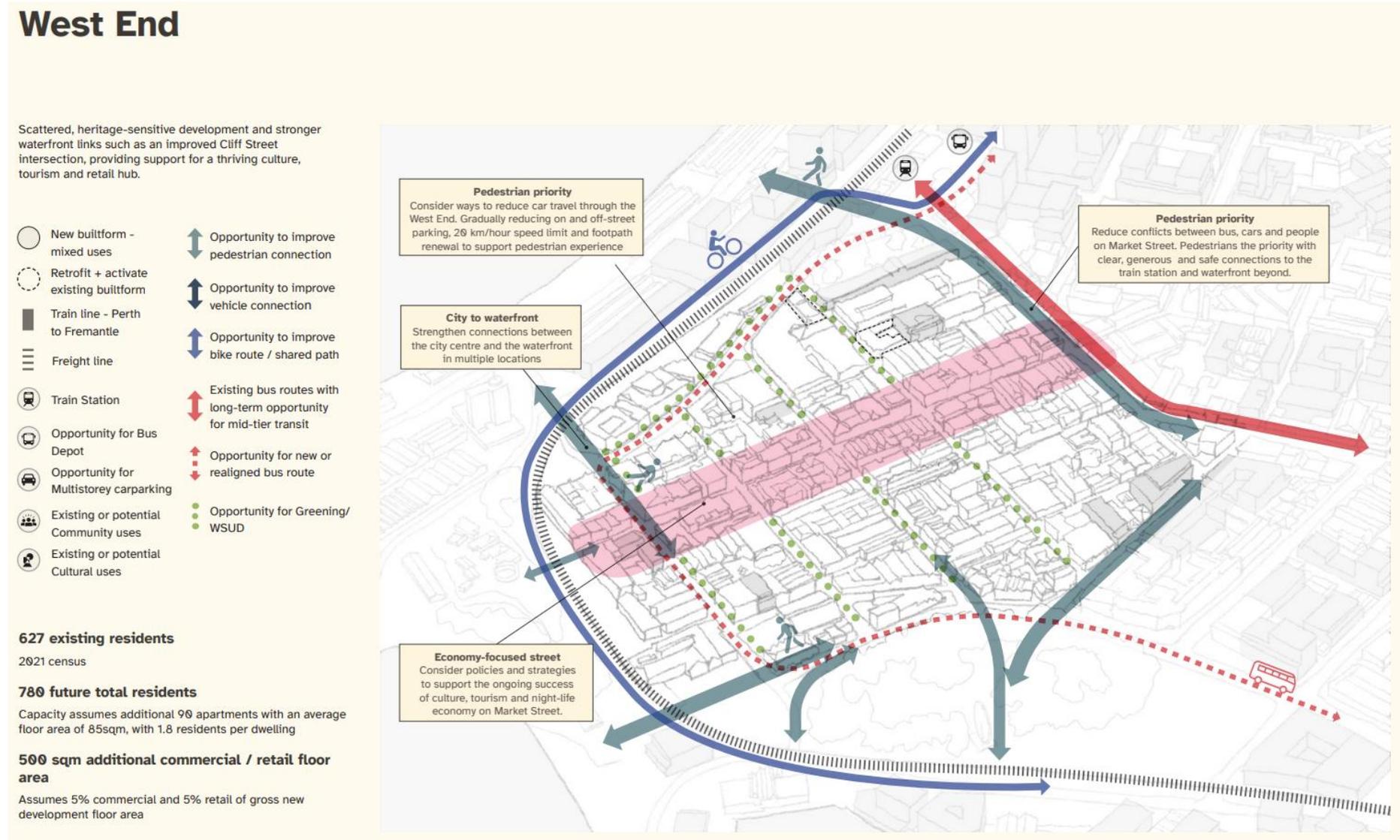


Figure 5: Fishing Boat Harbours & Esplanade Reserve (source: City Centre: City Plan)

Fishing Boat Harbours & Esplanade Reserve

Collaboration with the Department of Transport focuses on developing this precinct as outlined in the Fremantle Harbours Masterplan to create a revitalised waterfront that establishes a strengthened connection between the City Centre and the harbours.

- New builtform - mixed uses
- Retrofit + activate existing builtform
- Train line - Perth to Fremantle
- Freight line
- Train Station
- Opportunity for Bus Depot
- Opportunity for Multistorey carparking
- Existing or potential Community uses
- Existing or potential Cultural uses
- Opportunity to improve pedestrian connection
- Opportunity to improve vehicle connection
- Opportunity to improve bike route / shared path
- Existing bus routes with long-term opportunity for mid-tier transit
- Opportunity for new or realigned bus route
- Opportunity for Greening/WSUD

15 existing residents

2021 census

1200 future total residents

Capacity assumes additional 658 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

7000 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area

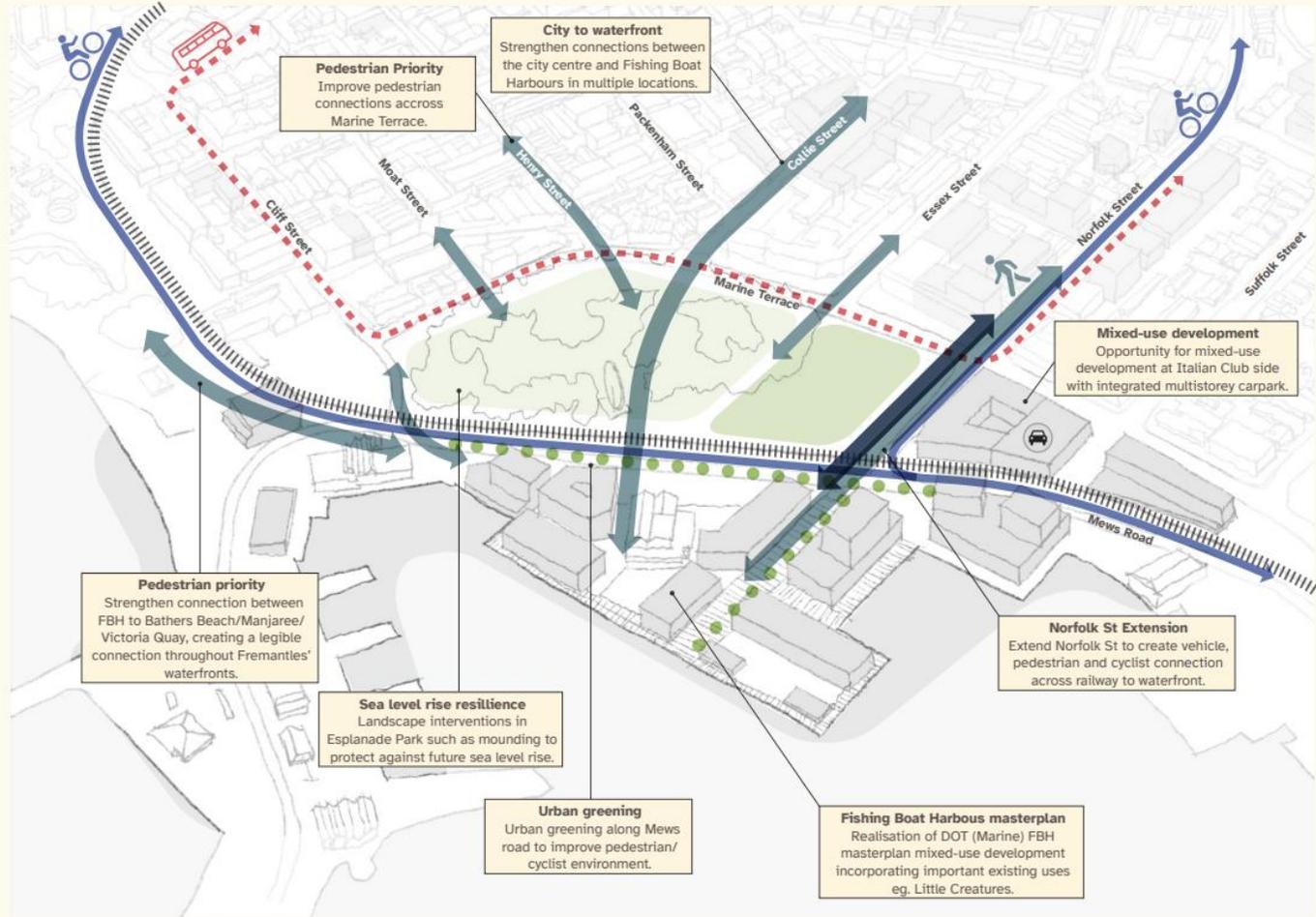


Figure 6: South Bay (source: City Centre: City Plan)

These blocks transition from the City Centre to South Fremantle's residential character. Streets like Collie and Norfolk hold potential for mixed-use transformation and opportunities for enhanced cycling infrastructure, greening and streetscape improvements.

- New builtform - mixed uses
- Retrofit + activate existing builtform
- Train line - Perth to Fremantle
- ≡≡≡ Freight line
- 🚉 Train Station
- 🚌 Opportunity to relocate bus interchange
- 🚗 Opportunity for Multistorey car parking
- 👤 Existing or potential Community uses
- 🏛️ Existing or potential Cultural uses
- ↕ Opportunity to improve pedestrian connection
- ↕ Opportunity to improve vehicle connection
- ↕ Opportunity to improve bike route / shared path
- ↕ Existing bus routes with long-term opportunity for mid-tier transit or improved bus priority
- ↕ Opportunity for new or realigned bus route
- Opportunity for Greening/WSUD

412 existing residents

2021 census

1125 future total residents

Capacity assumes additional 396 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

1500 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area

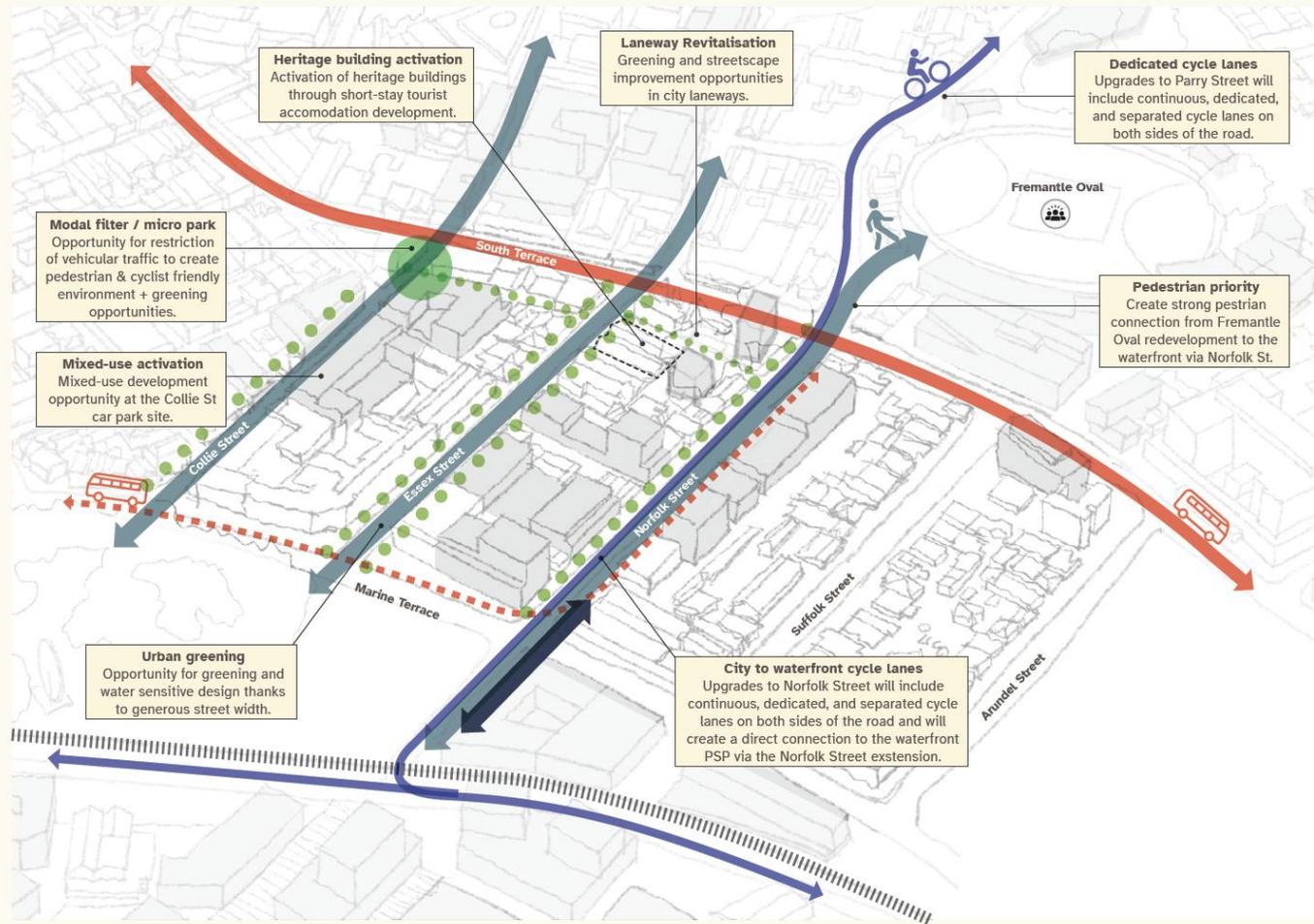


Figure 7: Fremantle Oval, Prison & Hospital (source: City Centre: City Plan)

Fremantle Oval, Prison & Hospital

A renewed precinct that will be a vital hub for womens football and the WAFL, provide community and allied health services, deliver 200+ new residential dwellings and have strong connections to the City Centre.

- New builtform - mixed uses
- Retrofit + activate existing builtform
- Train line - Perth to Fremantle
- Freight line
- Train Station
- Opportunity for Bus Depot
- Opportunity for Multistorey carpark
- Existing or potential Community uses
- Existing or potential Cultural uses
- Opportunity to improve pedestrian connection
- Opportunity to improve vehicle connection
- Opportunity to improve bike route / shared path
- Existing bus routes with long-term opportunity for mid-tier transit
- Opportunity for new or realigned bus route
- Opportunity for Greening/ WSUD

20 existing residents

2021 census

415 future total residents

Capacity assumes additional 220 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

8000 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area

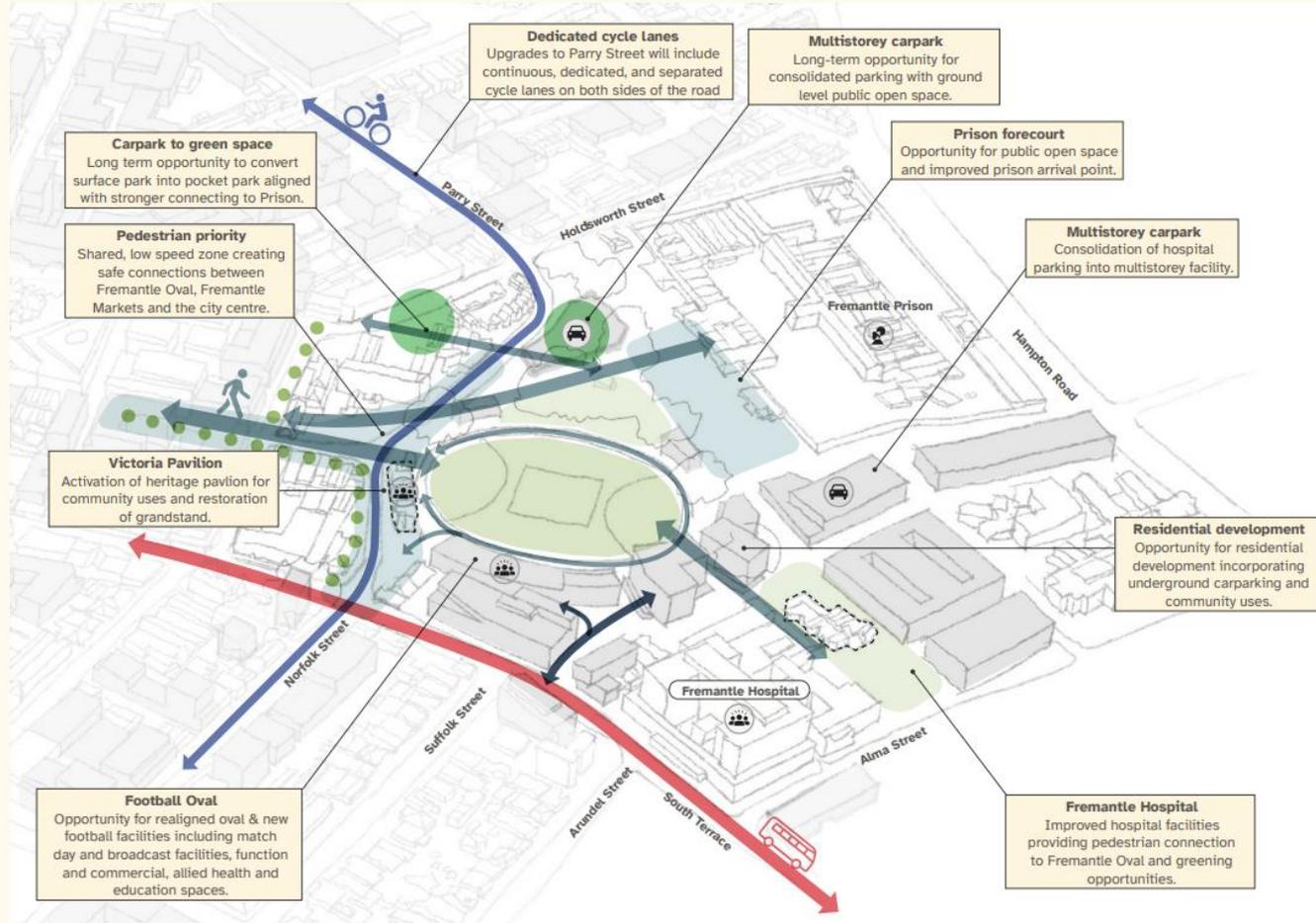


Figure 8: Walyalup Koort (source: City Centre: City Plan)

Walyalup Koort

Building on the Walyalup Koort redevelopment, opportunities include the Fremantle Mall, Spicer site, and realisation of the Walyalup Koort Masterplan through public realm improvements, greening and shared streets.

-  New builtform - mixed uses
-  Retrofit + activate existing builtform
-  Train line - Perth to Fremantle
-  Freight line
-  Train Station
-  Opportunity for Bus Depot
-  Opportunity for Multistorey carparking
-  Existing or potential Community uses
-  Existing or potential Cultural uses
-  Opportunity to improve pedestrian connection
-  Opportunity to improve vehicle connection
-  Opportunity to improve bike route / shared path
-  Existing bus routes with long-term opportunity for mid-tier transit
-  Opportunity for new or realigned bus route
-  Opportunity for Greening/ WSUD

150 existing residents

2021 census

1650 future total residents

Capacity assumes additional 833 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

2000 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area

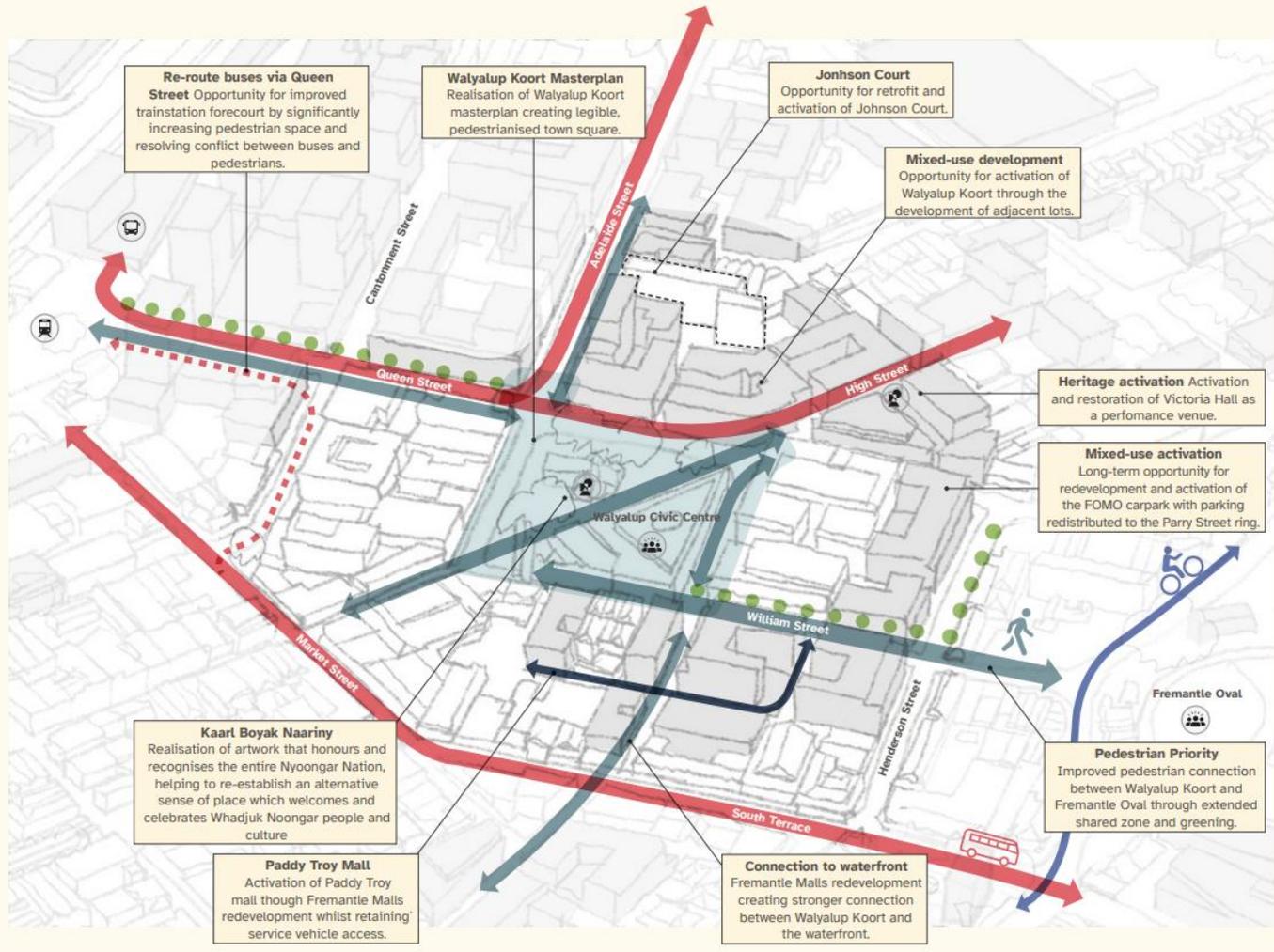


Figure 9: Train Station and Woolstores

Train Station & Woolstores

Opportunities within the station complex include a more pedestrian-friendly station forecourt and stronger urban connections to the City Centre. The Woolstores is a key precinct for population growth over the next five years, supported by major infrastructure upgrades and public realm investment.

- New builtform - mixed uses
- Retrofit + activate existing builtform
- Train line - Perth to Fremantle
- Freight line
- Train Station
- Opportunity for Bus Depot
- Opportunity for Multistorey carparking
- Existing or potential Community uses
- Existing or potential Cultural uses
- Opportunity to improve pedestrian connection
- Opportunity to improve vehicle connection
- Opportunity to improve bike route / shared path
- Existing bus routes with long-term opportunity for mid-tier transit
- Opportunity for new or realigned bus route
- Opportunity for Greening/ WSUD

180 existing residents

2021 census

2700 future total residents

Capacity assumes additional 1420 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

8000 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area

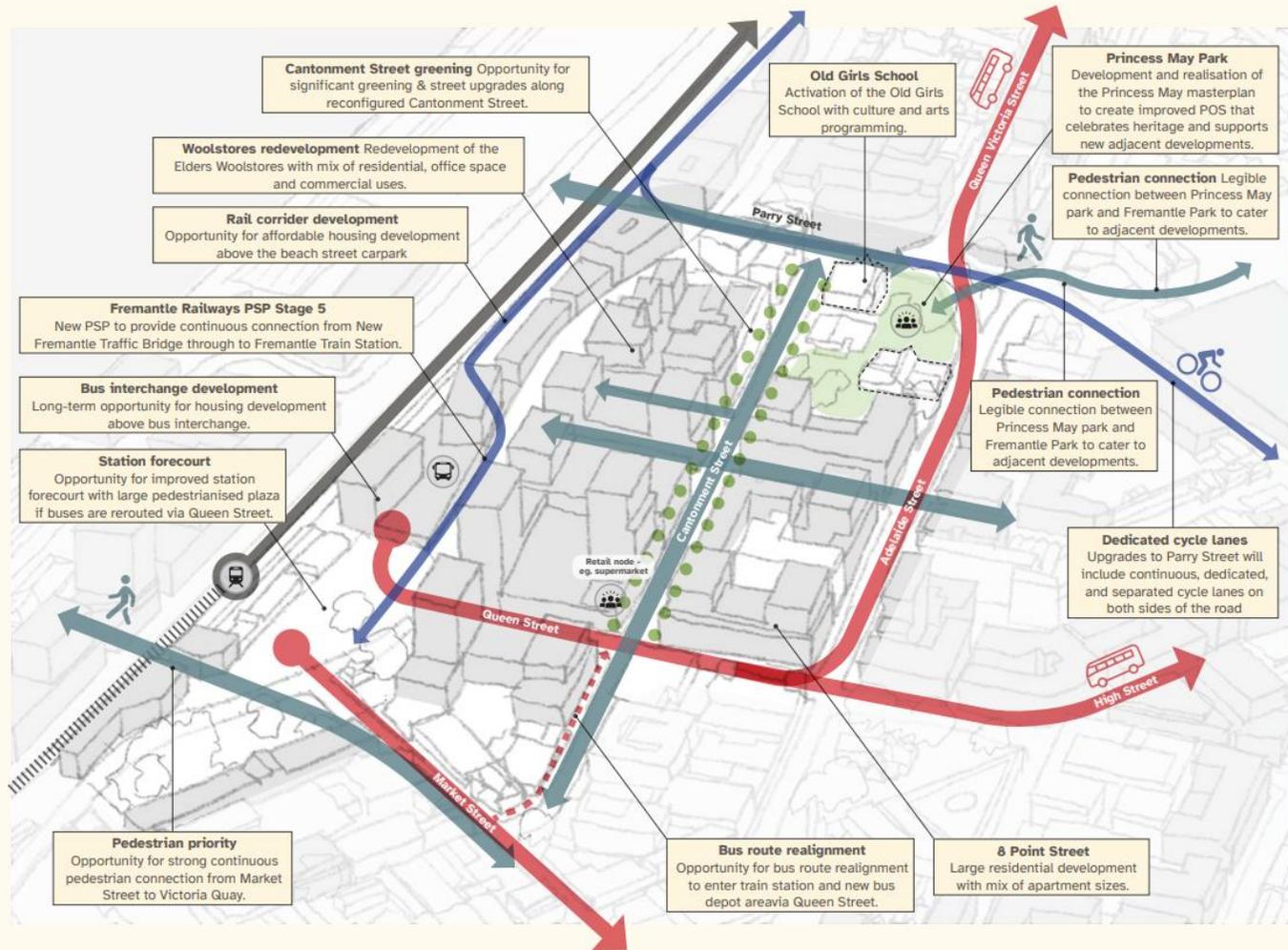


Figure 10: Northern Gateway (source: City Centre: City Plan)

Precincts

Northern Gateway

Mixed-use development opportunities in underutilised industrial areas, benefiting from the Swan River Crossings project currently under construction. Other opportunities include long-term connections to a reimagined Victoria Quay.

- New builtform - mixed uses
- Retrofit + activate existing builtform
- Train line - Perth to Fremantle
- Freight line
- Train Station
- Opportunity to relocate bus interchange
- Opportunity for Multistorey car parking
- Existing or potential Community uses
- Existing or potential Cultural uses
- Opportunity to improve pedestrian connection
- Opportunity to improve vehicle connection
- Opportunity to improve bike route / shared path
- Existing bus routes with long-term opportunity for mid-tier transit or improved bus priority
- Opportunity for new or realigned bus route
- Opportunity for Greening/WSUD
- Victoria Quay, State land - subject to future planning

780 existing residents

2021 census

3800 future total residents

Capacity assumes additional 1674 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

6000 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area

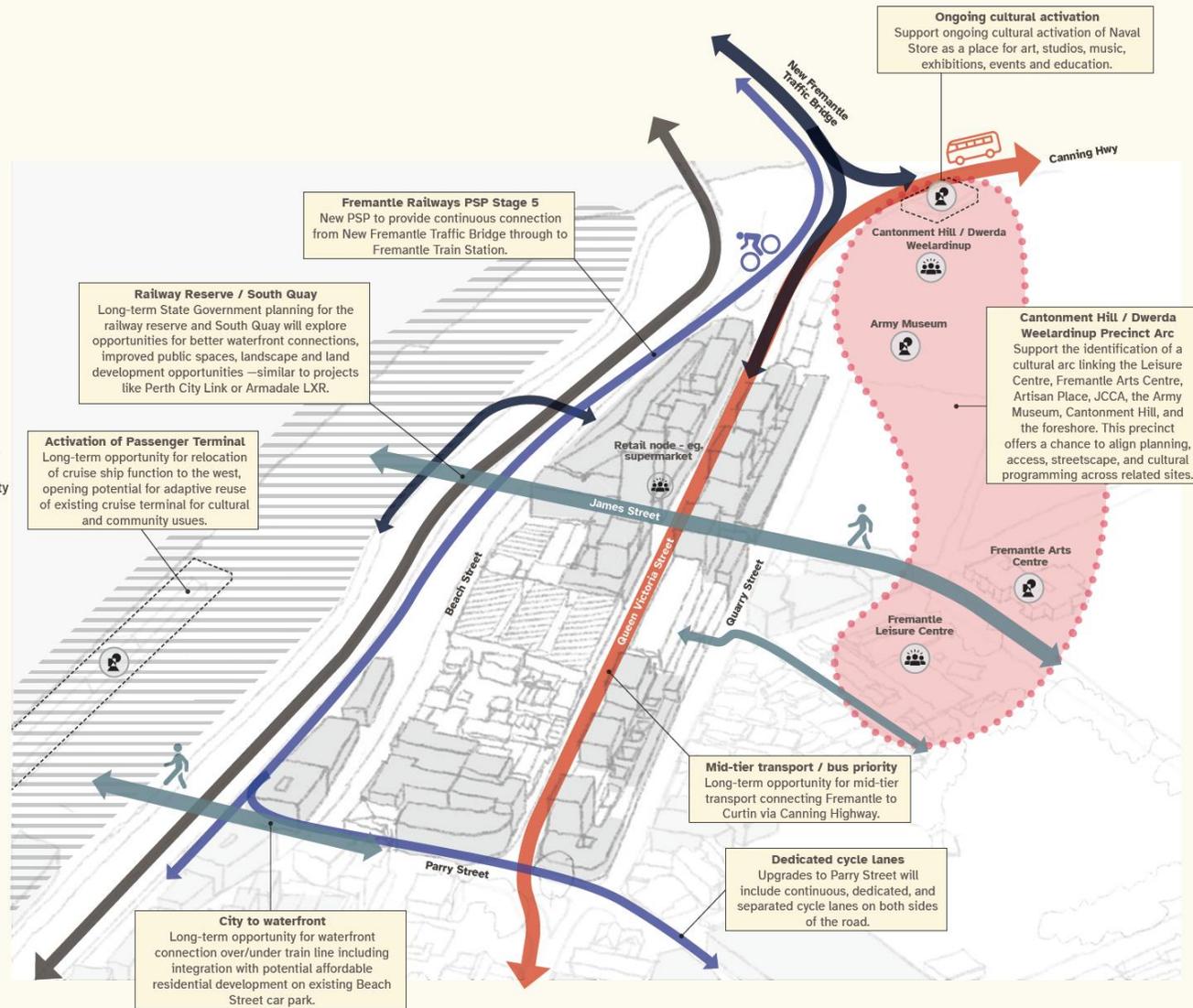


Figure 11: Fremantle Park & Queens Square (source: City Centre: City Plan)

A largely established residential and recreational area, this precinct has less capacity for significant transformation, however some key opportunities include improved active transport connections along the Parry Street ring road and the redevelopment of the City-owned Leisure Centre car park.

- New builtform - mixed uses
- Retrofit + activate existing builtform
- Train line - Perth to Fremantle
- ≡≡≡ Freight line
- 🚂 Train Station
- 🚌 Opportunity to relocate bus interchange
- 🚗 Opportunity for Multistorey car parking
- 👥 Existing or potential Community uses
- 👤 Existing or potential Cultural uses
- ↕ Opportunity to improve pedestrian connection
- ↕ Opportunity to improve vehicle connection
- ↕ Opportunity to improve bike route / shared path
- ↕ Existing bus routes with long-term opportunity for mid-tier transit or improved bus priority
- ↕ Opportunity for new or realigned bus route
- Opportunity for Greening/ WSUD

430 existing residents

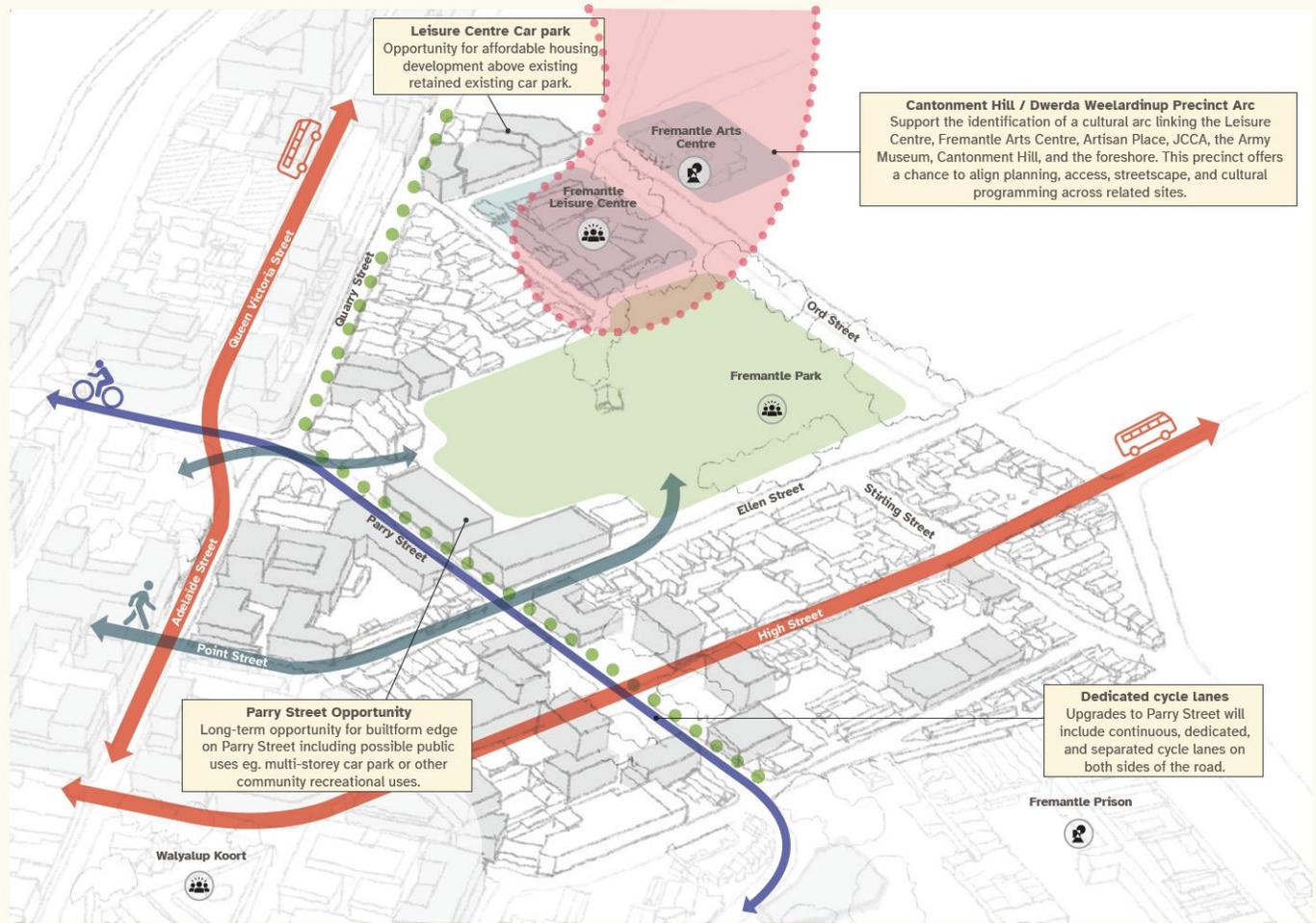
2021 census

1600 future total residents

Capacity assumes additional 650 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

1500 sqm additional commercial / retail floor area

Assumes 5% commercial and 5% retail of gross new development floor area



North Fremantle District Centre

The North Fremantle centre currently operates more akin to a Neighbourhood Centre. The official classification of the Centre, however, is District Centre under SPP 4.2. Anticipating growth, the broader North Fremantle area expects an addition of around 920 dwellings, accommodating approximately 1,803 more residents by 2036. A centre tailored to serve the current and expanding resident's daily and weekly needs will become increasingly imperative over the life of this strategy.

The current limitations on the centre's functionality and layout arise from physical constraints imposed by the Fremantle railway line and the high-use primary regional and major roads, such as Stirling Highway, Tydeman Road, Curtin Avenue, and Queen Victoria Street, which encircle and run through the centre. Stirling Highway, particularly, acts as a barrier to pedestrians seeking to access the Centre from the bulk of the North Fremantle residential area. Growth opportunities are further challenged by the physical constraints of the river, coast, and port, as well as the proximity to the City of Fremantle Strategic Centre. The centre is largely developed and it contains State and local heritage-listed places. While heritage contributes significantly to its unique character, it can pose challenges to development potential. The Retail Needs Assessment underscores a floor area/retail gap in North Fremantle, particularly in terms of a supermarket use/site, necessitating future provision.

To overcome these challenges, a clear understanding of various transport-related decisions and proposals, such as the Curtin Avenue extension (current Planning Control Area 158), flyover options, pedestrian over- or underpasses, and alternative future railway station placement, is essential. Exploring opportunities for additional development within the centre, whether through the relaxation of scheme constraints on larger peripheral lots or structure planning is crucial. Furthermore, detailed planning work is necessary for a more explicit delineation of the District Centre's boundary and an exploration of the potential for additional residential and commercial development in and around the core. Given the existing limitations, a disaggregated model that sees different components clustered in separate nodes that nonetheless serve the overall district is also worthy of investigation.

Figure 12: North Fremantle District Centre

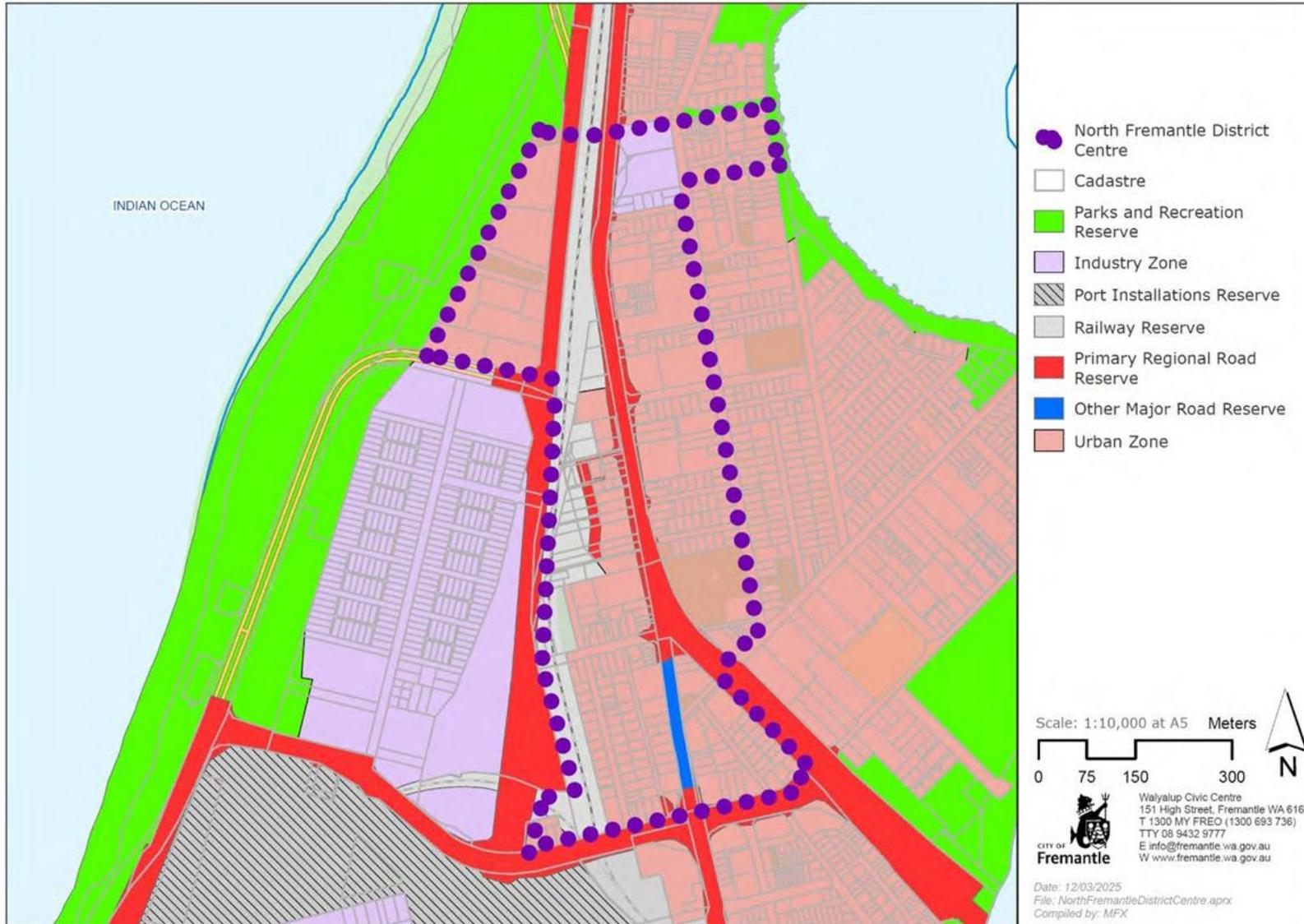


Table 7: North Fremantle District Centre Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
B Activity Centre District	North Fremantle District Centre	Strive to maintain the unique character of North Fremantle, while enabling density and mixed-use development that takes into account the physical constraints and opportunities presented by the area, including its proximity to the beach, river, and port.	<ul style="list-style-type: none"> Investigate introduction of a District Centre zone, corresponding objectives and land use permissibility into the scheme. Develop a Precinct Structure Plan for the North Fremantle District Centre including collaboration with adjoining local governments, to ensure coordinated and integrated planning outcomes. Investigate opportunities to integrate and connect abutting precincts, and identify new neighbourhood and local centres in North Fremantle. 	<ul style="list-style-type: none"> Density ranges Bonus height locations Aboriginal and Historic Heritage Preferred land uses Servicing infrastructure capacity Traffic impacts Port buffer Future of Fremantle Fremantle Bridge Stirling Highway and Curtin Avenue alignments Train station placement Improved connections to the residential areas east of Stirling Highway. Centres distribution 	Part 2: 4.3.1 Activity Centres – District Centre	Long term

Neighbourhood, Mixed Use & Local Centre

The City currently features a network of neighbourhood, mixed use and local centres that serve as key focal points for walkable communities. The continuous shifts in retail patterns impact the functioning of these smaller centres, prompting the need to define and support operation of designated centres

The growth and revitalisation of the City Centre, along with the maintenance of smaller-scale centres, are strategic priorities for the City that, while at different ends of the scale, support a robust sustainable urban form, local character, and economic vitality. A review of

future retail demand, considering evolving contexts and population growth, is essential to manage expectations and support centre scale and growth potential. Specifically, mixed-use areas, particularly along South Terrace, reveal blurred distinctions between centres and mixed-use zones. A purposeful review of these mixed-use areas is recommended to recalibrate expectations and potentially adjust ground floor retail requirements or zoning to define a centre hierarchy for lower order centres. Future development areas, such as Knutsford and McCabe Street, present opportunities for new local centres, requiring a balanced approach that aligns with the established centre network. The South Fremantle shopping centre is earmarked for detailed planning to enhance its utilisation and foster a diversified mix of uses with the consent of property owners.

Furthermore, consistent with SPP 4.2 and the urban consolidation principles of the Framework, the City aims to provide for medium and higher densities in or around these centres, harmonising with their scale, to uphold the longevity of commercial activities and encourage housing diversity.

Overall, a tailored, place-by-place approach is imperative when addressing the development of neighbourhood, mixed-use, and local centres to consider local variations in character, heritage aspects, layout, transport and access, use and function.

Table 8: Neighbourhood, Mixed Use & Local Centre Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Activity centre – Neighbourhood and Mixed Use Activity centre - local	Neighbourhood, Local and Mixed Use zoned land	Strengthen and define the City's lower order Activity Centre hierarchy to ensure the scheme's zones function effectively and efficiently. Avoid ribbon or out of centre commercial development	<ul style="list-style-type: none"> Review the large areas of existing Mixed Use zones within the City (such as the South Terrace corridor, Hampton Road and land in proximity to Stirling Highway) to understand its function and determine whether updates are required to the local planning scheme to define Neighbourhood Centres or Local Centres in these locations. 	<ul style="list-style-type: none"> Appropriate density Height requirements Aboriginal and Historic Heritage Preferred land uses and location of land use i.e. ground floor or upper floors Servicing infrastructure capacity Traffic impacts Local character Site specific issues 	Reference: SPP7.2, CoF SCP Part 2: 4.3.1 Activity centres	Short and ongoing

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Activity centre – Neighbourhood and Mixed Use South Fremantle	South Fremantle	Facilitate South Fremantle Neighbourhood Centre as a vibrant neighbourhood centre that encompasses weekly and convenience retailing and other amenities to service the diverse needs of the local community.	<ul style="list-style-type: none"> Conduct a comprehensive land use review of the South Fremantle centre to ensure zoning and development standards can accommodate future demand. 	<ul style="list-style-type: none"> Appropriate density Height requirements Aboriginal and Historic Heritage Preferred land uses and location of land use i.e. ground floor or upper floors Servicing infrastructure capacity Traffic impacts Local character Site specific issues 	Reference: SPP7.2, CoF SCP Part 2: 4.3.1 Activity centres	Medium

Note: Commercial Centres are included in light industry / service commercial on the LPS map.

4.2.2 Future Urban Intensification Area North Fremantle Urban Precinct

Adjacent to the North Fremantle District Centre lies around 23.93 hectares of land referred to as the North Fremantle Urban Precinct. The precinct has historically been used for industrial purposes due to its proximity to the Fremantle Port. A change in the requirements of the use of the land has recently seen the site become vacant, largely cleared, and underutilised. The site is located adjacent to Port Beach, Leighton Beach mixed-use development and the North Fremantle District Centre, as well as being within 200 metres southwest of North Fremantle Station. Given this location, exploration of alternative land uses for the site, including urban purposes, is being explored.

The land has recently transitioned from the Industrial zone to the Urban Deferred zone and Parks and Recreation reserve in the Metropolitan Region Scheme. The primary objective of this zone and reserve is to enable the redevelopment of the site for mixed-use commercial and residential purposes, incorporating Public Open Space areas. Following the Lifting of Urban Deferment, a Local Planning Scheme amendment, and subsequent detailed local structure planning would be required.

The City of Fremantle Council identifies several key issues that require resolution or further investigation before advancing urban development of the precinct. These include:

- **Coastal Foreshore Parks and Recreation Reserve:**

Investigate the extent of land required for coastal foreshore Parks and Recreation Reserve that provides for an appropriate response to coastal processes.

- **Coastal erosion:**

The effect of coastal erosion on the site using the most up-to-date science and information.

- **Future of Fremantle Planning:**

Ensuring that urban integration and development in the area is generally in keeping with the Future of Fremantle vision.

- **Remediation:**

Addressing environmental remediation concerns to ensure the safety and sustainability of the development.

- **Provision of Essential Services:**

Ensuring that the land is capable of being provided with essential services such as water, electricity, and sewage.

- **Port Buffer considerations**

Appropriate to the location and function of the port now and in the future.

- **Transport and Access Considerations:**

Reviewing and resolving regional and local transport and access considerations to enhance urban form and connectivity on the Leighton/North Fremantle Peninsula.

Addressing these issues comprehensively will contribute to the successful and sustainable development of the precinct.

Figure 13: North Fremantle Urban Precinct

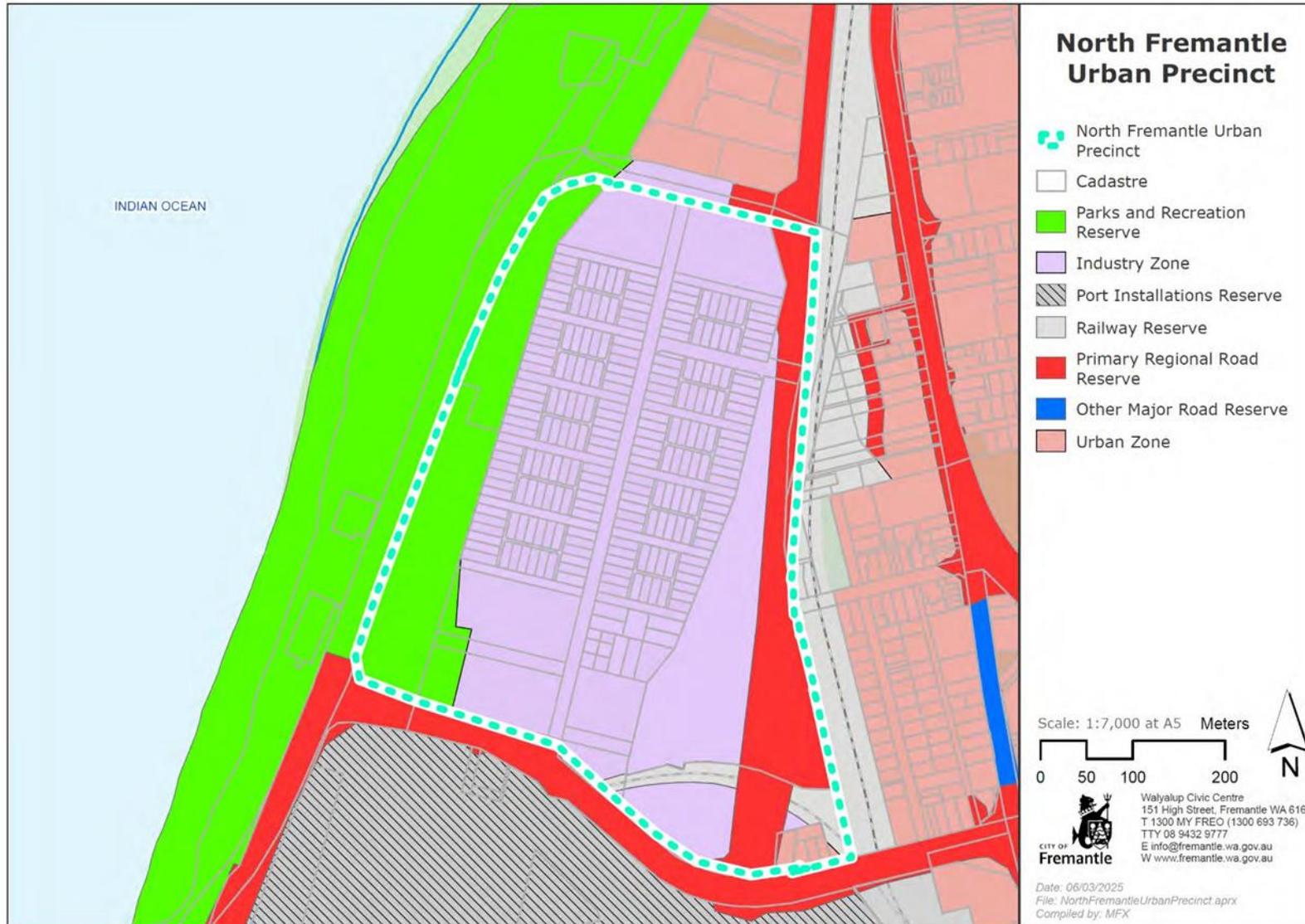


Table 9: North Fremantle Urban Precinct Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
C – Future Urban	North Fremantle Urban Precinct	In revitalisation of the subject site, advocate for proposals that will adequately reduce constraints and optimise opportunities.	Work with the WAPC and relevant stakeholders and advocate for MRS zoning proposals that adequately address key concerns for the site	<ul style="list-style-type: none"> Coastal Foreshore Parks and Recreation Reserve Coastal erosion Future of Fremantle Planning Remediation Provision of Essential Services Transport and Access Considerations Port Buffer considerations 	Part 2: 4.3.1 Activity Centres – District Centre 4.3.3 Industry	Short term
			Work with stakeholders to progress local planning instruments (likely structure plan and scheme amendment) to align with the MRS.	<ul style="list-style-type: none"> Density ranges Additional height locations Aboriginal and Historic Heritage Preferred land uses Servicing infrastructure capacity Traffic impacts Port buffer Future of Fremantle Fremantle Bridge Stirling Highway and Curtin Avenue alignments Train station placement 		Short to Medium term

4.2.3 Urban Corridors

The urban corridors identified in the Perth and Peel @ 3.5 Million Central sub-regional framework align with high-frequency public transit routes, and serve as connections between station precincts, activity and industrial centres. The framework emphasises the importance of investigating higher residential densities along these urban corridors and considering mixed land uses where suitable to achieve a more compact and diverse urban form. The City intends to prioritise urban consolidation within and around Activity Centres in the short term and along urban corridors in the medium to long term.

The extent of urban corridors for consolidation is indicative in Perth and Peel @ 3.5 Million and subject to practical considerations such as lot and road layout, and an area's character and heritage considerations. The City has implemented nodal development along the South Street urban corridor.

Further opportunities for development along the transit nodes will need to be carefully considered in the context of the existing neighbourhoods.

The indicative future rapid transport corridors require further investigation. These corridors may have greater potential for light rail transit, or other high-frequency and rapid transit options.

Overall, the corridors play a crucial role in shaping urban development, improving connectivity, and addressing transportation needs in our growing city.

Figure 14: Urban Corridors

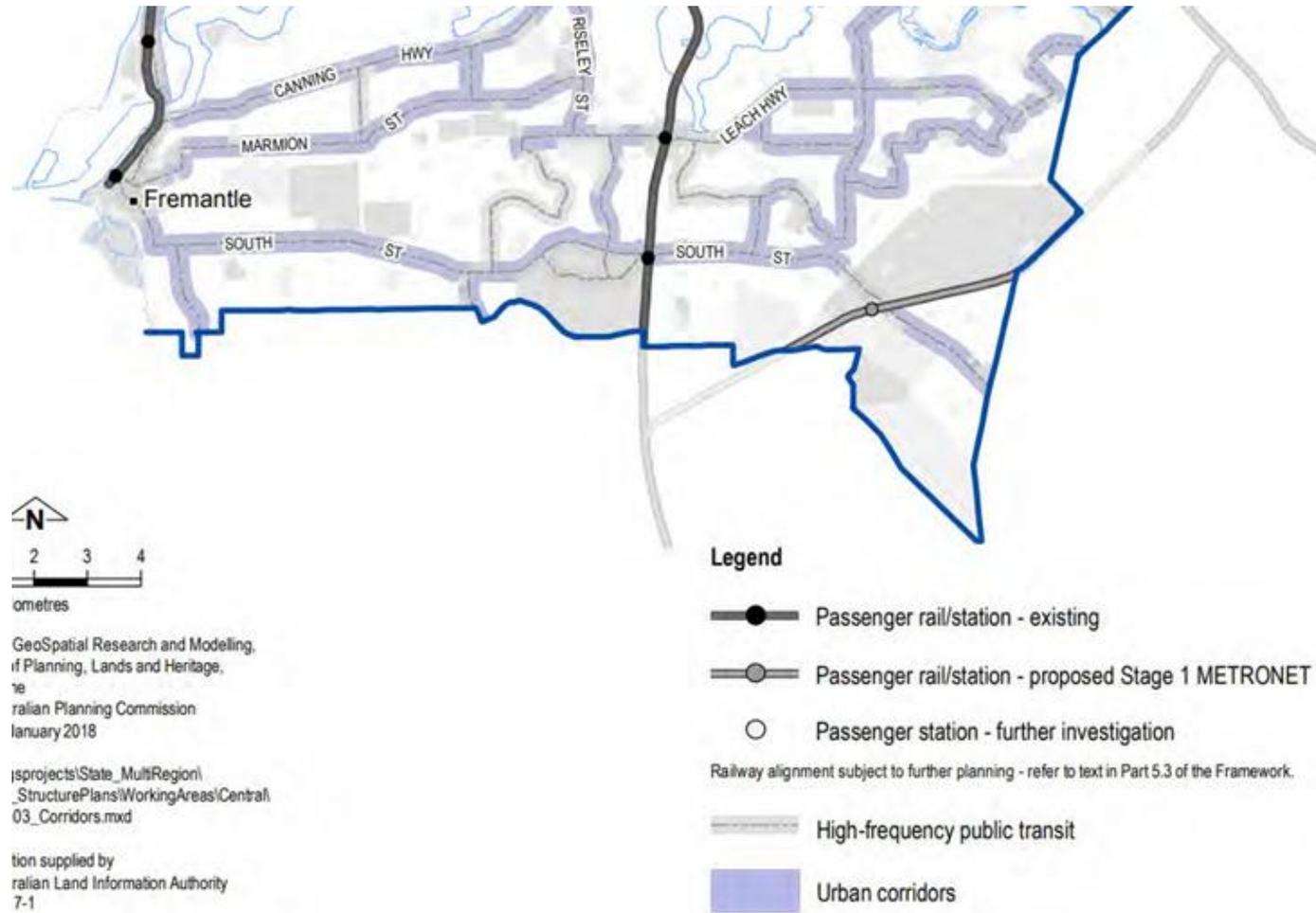
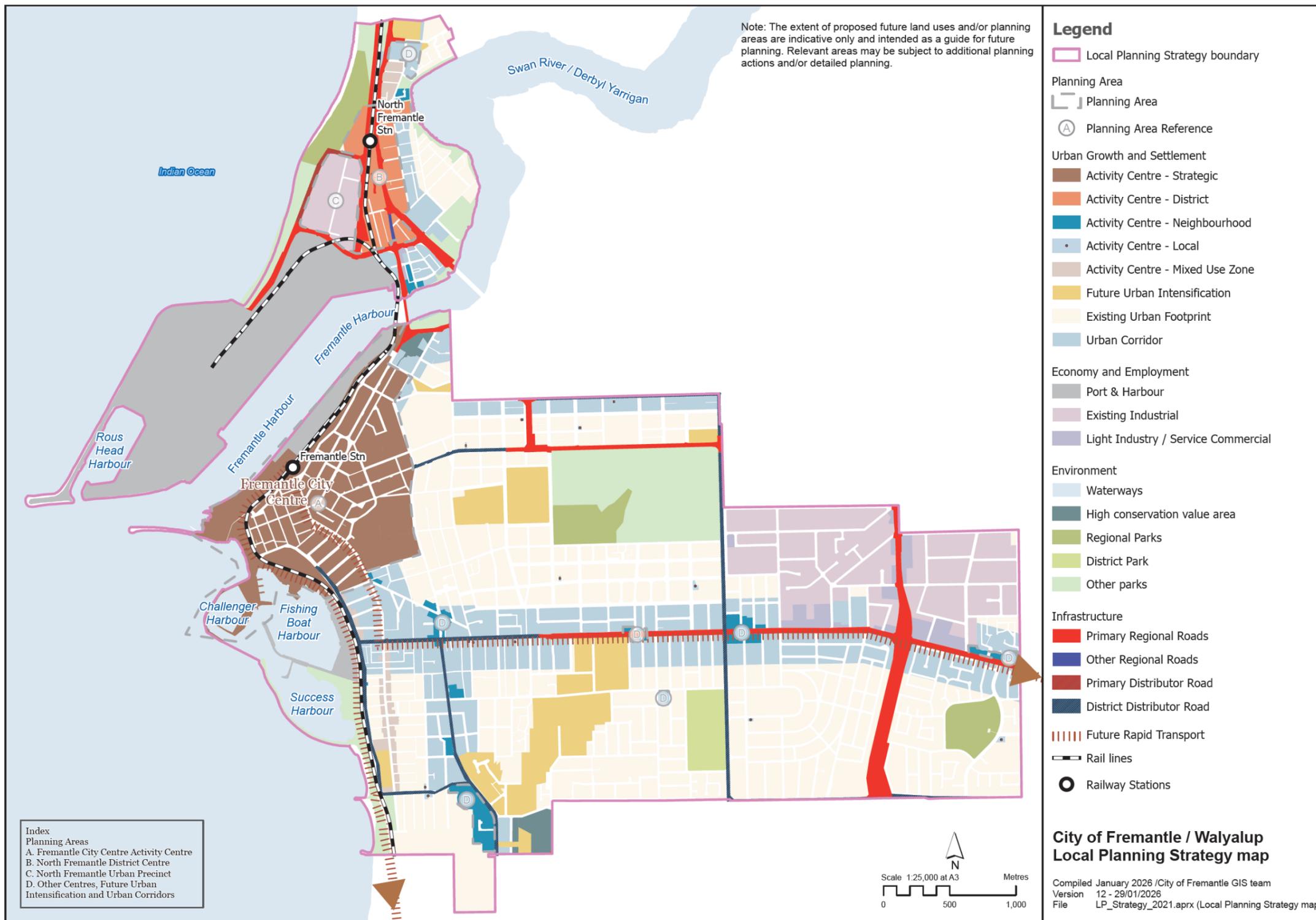


Table 10: Urban Corridor Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Urban Corridor	South Street Marmion Street Stirling Highway Hampton Road	Provide for land use intensification, land use mix and housing diversity within proximity to high frequency public transport amenities where appropriate to do so considering the characteristics, opportunities and constraints of an area.	Investigate opportunities to increase residential densities in proximity to urban corridors such as Stirling Highway, Marmion Street, South Street and Hampton Road. This will include identifying suitable areas for intensified development and may result in the maintenance or consolidation of established nodes (centres).	<ul style="list-style-type: none"> Existing land use function Density ranges Additional height locations Aboriginal and Built Historic Heritage Preferred land uses Servicing infrastructure capacity Traffic impacts Stirling Highway and Curtin Avenue alignments 	Perth and Peel at 3.5 million	Medium to long term
Future rapid transport	South Street and Cockburn Rapid Transit	Recognise need for infrastructure and amenity to support density. Determine mode, layout and commitment timing to transit upgrades before seeking to introduce additional density. Mitigate the risk of suboptimal development and fragmentation through premature upcoding.	Advocate for further definition and advancement of rapid transit including detailed planning and delivery of rapid transit along South Street and/or other freight corridors (such as Hampton Road) and plan for development opportunities in these corridors as presented / confirmed.	<ul style="list-style-type: none"> Existing land use function Aboriginal and Built Historic Heritage Preferred land uses Servicing infrastructure capacity Traffic impacts 	Reference: SPP4.2, SPP7.2, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)

5 Strategy Map

Figure 15: Local Planning Strategy Map



Note that all non-Stage 1 METRONET public transport proposals are subject to further investigation and will be refined as part of a future review of the frameworks

6 Implementation and Review

Implementation of the Strategy is proposed to occur in on-going activities and a series of projects, as listed. The timing of these (nominated in the 'Timeframe' column of the Part 1 tables including Planning Directions and Planning Action Tables) is based on priority relative to capacity.

In order to respond to changing social, economic, environmental and governance factors influencing land use and development within the City, as well as changing state planning policies and frameworks, the Local Planning Strategy must undergo periodic review. This is required by the Planning and Development (Local Planning Schemes) Regulations 2015 to occur every 5 years. Review and update may also be occasioned by changes to the Strategic Community Plan and associated informing strategies.

Appendix 1 – Future Dwelling Scenarios

Prepared by .id the population experts, July 2023

Table 11: Dwelling forecasts by suburb 2016-2036

Area	2016		2036		Change 2021 -2036	
	Dwelling Number	% housing stock	Dwelling Number	% housing stock	Dwelling Number	% increase
Beaconsfield	2,381	16.2	3,124	15.1	+743	+31.2
Fremantle	4,596	31.3	8,366	40.3	+3,770	+82.0
Hilton - O'Connor	2,065	14.1	2,272	11.0	+207	+10
North Fremantle	1,787	12.2	2,645	12.7	+858	+48
Samson	800	5.4	865	4.2	+65	+8.1
South Fremantle	1,649	11.2	1,910	9.2	+261	+15.8
White Gum Valley	1,411	9.6	1,565	7.5	+154	+10.9
City of Fremantle	14,689	100	20,747	100	+6,058	+41.2



Local Planning Strategy – Part 2

Background information and analysis
March 2025

OFFICIAL

Local Planning Strategy

Part 2 – Background and Analysis

March 2025

Contents

1	Introduction	1	3.7	Local Development Plans	33
2	State and Regional Planning Context	1	3.8	Other Relevant Strategies, Plans and Policies	33
2.1	State Planning Strategy 2050	2	3.9	City Plan – City Centre	38
2.2	State Planning Policies	2	3.9.1	Spatial Background.....	39
2.3	Regional Planning Context	13	4	Local Government Profile.....	41
2.4	Development control and Operational Policies	19	4.1	Demographics	42
2.5	Position Statement and Guidelines.....	22	4.1.1	Demographic Profile.....	42
3	Local Planning Context.....	27	4.1.2	Population Forecast	46
3.1	Strategic Community Plan 2024 - 2034.....	27	4.1.3	Dwelling Yield Analysis	49
3.2	Previous local planning strategy	28	4.1.4	Demographic Analysis.....	53
3.3	Local Planning Scheme.....	28	4.2	Community, Urban Growth and Settlement.....	54
3.3.1	Scheme Review.....	28	4.2.1	Housing	55
3.4	Other planning schemes.....	29	4.2.2	Built form and character.....	58
3.5	Local Planning Policies	29	4.2.3	Cultural heritage	59
3.6	Structure Plans	29	4.2.3.1	Aboriginal History	59
			4.2.3.2	Built Heritage	61
			4.2.4	Activity centres	63
			4.2.5	Public open space and community facilities	66
			4.2.6	Planning framework.....	71
			4.2.7	Community, Urban Growth and Settlement Planning analysis	71
			4.3	Economy and Employment.....	74

4.3.1	Activity Centres	75	4.5.1.5	Marine	101
4.3.2	Employment	78	4.5.2	Fremantle Port	101
4.3.3	Industry	82	4.5.3	Telecommunications	104
4.3.4	Tourism	83	4.5.4	Servicing (Gas Pipeline, Water Corporation, Western Power)	104
4.3.5	Knowledge based industry	84	4.5.5	Coastal	105
4.3.6	Healthcare.....	85	4.5.6	Tourism	106
4.3.7	Economy and Employment Response	85	4.5.7	Infrastructure Direction	107
4.4	Environment.....	87			
4.4.1	Climate Emergency	87			
4.4.2	Natural Areas	87			
4.4.3	Water Resources	89			
4.4.4	Coastal Protection	89			
4.4.5	Basic Raw Materials	91			
4.4.6	Contamination	92			
4.4.7	Bushfire Planning	92			
4.4.8	Environment Response	93			
4.5	Infrastructure	95			
4.5.1	Transport network (people and Freight movement) 95				
4.5.1.1	Public Transport.....	97			
4.5.1.2	Road Access.....	99			
4.5.1.3	Freight	100			
4.5.1.4	Pedestrian & Cycle	101			

TABLES

Table 1: State Planning Policy Overview and Local Planning Strategy Implications and Responses.....	3
Table 2: Regional planning instrument overview and local planning strategy implications and responses.....	13
Table 3: Operational policies.....	19
Table 4: Position statement and guidelines	22
Table 5: Strategic Community Plan 2024 - 2026	27
Table 6: Structure plans.....	30
Table 7: Development areas not yet subject to structure plans	32
Table 8: Local development plans.....	33
Table 9: Other strategies, plans and policies.....	33
Table 10: Census population by suburb	42

Table 11: Wa Tomorrow Forecast Population Projections 2016 - 2036	48
Table 12: Forecast id population growth by suburb	49
Table 13: Forecasted dwelling numbers	50
Table 14: Registered Aboriginal Sites.....	59
Table 15: Retail floor space gaps (source: Pracys 2023).....	64
Table 16: Population by year and POS per person	67
Table 17: Current POS provision	68
Table 18: Future POS provision.....	69
Table 19: Future POS sport spaces requirements	69
Table 20: City of Fremantle Retail (source: Pracsys, 2023).....	75
Table 21: Comparison of Perth retail centres	76
Table 22: Retail floorspace gap comparison of centres	76

FIGURES

Figure 1: Western Australian Planning framework (Source: Perth and Peel @ 3.5 million (WAPC 2018))	1
Figure 2: State Planning framework (Source: State Planning Policy 1: State Planning Framework, WAPC 2017)	1
Figure 3: Metropolitan Region Scheme zoning over the City of Fremantle	18
Figure 4: Spatial strategy (source: City Plan - City Centre).....	39

Figure 5: Existing building heights (source: City Plan - City Centre Baseline Report)	40
Figure 6: Existing view lines (source: City Plan - City Centre) ..	40
Figure 7: Heat map (source: City Plan - City Centre)	41
Figure 8: CoF demographic snapshot (Source Data: 2021 Census)	42
Figure 9: Population by suburb and change (Source: 2016 & 2021 census)	45
Figure 10: Population and household forecasts 2021 - 2036 (Source: Forecast id)	52
Figure 11: 1865 Map of Fremantle	55
Figure 12: Key development sites.....	58
Figure 13: LPS4 Planning Areas.....	58
Figure 14: Aboriginal heritage sites within City of Fremantle (source: State of Western Australia AHIS)	60
Figure 15: Built heritage: Heritage listed places and areas.....	62
Figure 16: City of Fremantle Activity Centres	65
Figure 17: Public open space and community facilities (source: Greening Fremantle Strategy 2020).....	66
Figure 18: Hierarchy of POS and catchments	67
Figure 19: Count of POS by suburb.....	68
Figure 20: Heart of Beaconsfield Masterplan	70
Figure 21: Key statistics for City of Fremantle (source: ID, 2022)	74

Figure 22: City of Fremantle's development pipeline	77	Figure 37: Road links (source: City of Fremantle Integrated Transport strategy)	100
Figure 23: City of Fremantle and Greater Perth employment by industry sector 2021) source: ID informed choices)	79	Figure 38: Strategic bike network (source: City of Fremantle Bike Plan 2019 - 2024)	101
Figure 24: City of Fremantle change in employment 2016 / 17 - 2021 / 22 (source: ID informed choices)	80	Figure 39: Fremantle Port Special Control Area (source: LPS4 & LPP 2.3)	103
Figure 25: City of Fremantle employment locations and number of workers (source: ID informed choices)	81	Figure 40: Western Power transmission infrastructure (Source: PlanWA SLIP Database).....	105
Figure 26: City of Fremantle O'Connor Industrial buffers (source: LPS4)	83		
Figure 27: Educational Facilities	84		
Figure 28: City of Fremantle green links (source: Greening Fremantle: Strategy 2020)	88		
Figure 29: City of Fremantle CHRMAP North	90		
Figure 30: City of Fremantle CHRMAP South	90		
Figure 31: Contaminated sites in the City of Fremantle	92		
Figure 32: City of Fremantle Bushfire Prone Area (source: State of WA SLIP).....	93		
Figure 33: Regional Centres and transport links between them (source: City of Fremantle Integrated Transport Strategy)	96		
Figure 34: Residential location of local workers	97		
Figure 35: Fremantle rail line and ped sheds around train stations.....	98		
Figure 36: Public transport links (source: City of Fremantle Integrated Transport Strategy)	98		

1 Introduction

The purpose of Part 2 is to provide the rationale and evidence base for Part 1. It provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the local planning strategy for the next 10-15 years.

Part 2 is made up of three main parts:

State and Regional Planning context - This section provides a summary of the relevant State, regional planning contexts and their implications for the local planning strategy.

Local Planning context - This section provides a summary of the relevant local planning documents for context and their implications for the local planning strategy.

Local government profile – The profile presents an analysis of information relating to the demographic profile of the City and the key planning issues and opportunities influencing future development and land use in the City.

Figure 1 illustrates how documents at the state, regional and local level sit together in the planning framework. A local planning strategy is at a high strategic level, before structure plans, statutory (Local planning scheme) and policy work.

Figure 16: Western Australian Planning framework

(Source: Perth and Peel @ 3.5 million (WAPC 2018))



2 State and Regional Planning Context

State and regional planning context outlines the key State and regional planning strategies and policies relevant to the City’s Local Planning framework. The City’s current planning framework is assessed against each of the higher-level state strategic documents.

Figure 17: State Planning framework (Source: State

Planning Policy 1: State Planning Framework, WAPC 2017)



2.1 State Planning Strategy 2050

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

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

This local planning strategy aligns with the state strategy by reinforcing Fremantle’s role as a regional focus for employment, commercial activity and services, heritage, arts, entertainment

and tourism, as well as a highly connected, inclusive and liveable community. Its strong focus on sustainability supports a resilient and responsible urban form.

2.2 State Planning Policies

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

Table 12: State Planning Policy Overview and Local Planning Strategy Implications and Responses

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 1 – State Planning Framework (SPP 1.0) 2017	<p>Restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia.</p> <p>The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.</p> <p>The Framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC’s policy position in relation to aspects of the State Planning Strategy principles.</p>	<p>Key environmental and natural resources have been considered in the development of the Strategy.</p> <p>Current local planning framework broadly consistent with SPP as it provides mechanisms for the protection and retention of trees and encourages sustainable building practices through local planning policy and/or Scheme provisions.</p> <p>Some further work required to maintain consistency and fully align includes:</p> <p>Response (Part 1 action cross-reference):</p> <p>Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d-e, 4iv.l)</p> <p>Promote more sustainable urban form through consolidation, transport- oriented development and sustainable built form development standards. (T2: 1i.a)</p> <p>Promote greater provision for greening and landscaping in new development, including integration of water-sensitive urban design principles (WSUD). (T4: 3iii.g-i)</p>
State Planning Policy 2.0 – Environment and Natural Resources (SPP 2.0) 2003	<p>Broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.</p> <p>Outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw</p>	<p>Key environmental and natural resources have been considered in the development of the Strategy.</p> <p>Current local planning framework broadly consistent with SPP as it provides mechanisms for the protection and retention of trees and encourages sustainable building practices through local planning policy and/or Scheme provisions.</p> <p>Some further work required to maintain consistency and fully align includes:</p> <p>Response (Part 1 action cross-reference):</p> <p>Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d-e, 4iv.l)</p>

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	materials, marine resources, landscapes and energy efficiency.	Promote more sustainable urban form through consolidation, transport- oriented development and sustainable built form development standards. (T2: 1i.a) Promote greater provision for greening and landscaping in new development, including integration of water-sensitive urban design principles (WSUD). (T4: 3iii.g-i)
State Planning Policy 2.6 - State Coastal Planning (SPP2.6) 2013	Provides for the long-term sustainability of Western Australia's coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving and enhancing coastal values. Outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.	Coastal hazard risk management and adaptation plans (CHRMAPS) have been completed for both Southern Beaches and Port and Leighton Beaches. Current local planning framework broadly consistent with SPP. Some further work required to fully align. Responses (Part 1 action cross-reference): Implement outcomes of the CHRMAPS, including: Investigate appropriate response to regional reserves to accommodate coastal processes and public recreational needs as part of North Fremantle Industrial Precinct planning. As part of this confirm intended beach hierarchy and designate coastal nodes within the foreshore reserve. (T4: 4iv.k-l) Consider need for special controls for development on private land identified as at risk of coastal processes and flooding. (T3:3iii.j) Promote update (if appropriate) and implementation of City's Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan and any other foreshore management plans. (T4: 4iv.k-l)
State Planning Policy 2.8 - Bushland policy for the Perth Metropolitan Region (SPP2.8)	A policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision- making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas.	The City has an adopted Urban Forest Plan and Greening Fremantle Strategy, and developed management plans for several important natural area reserves including Sir Fredrick Samson Park and North Fremantle Foreshore. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Maintain regional and local conservation reserves to support conservation, protection and management of native remnant

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	<p>The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.</p>	<p>vegetation, including the two existing Bush Forever areas within the City; Cantonment Hill, and Fredrick Samson Park. (T4: 2ii.d-f, 4iv.n) Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d) Promote ongoing implementation of Urban Forest Plan and Greening Fremantle Strategy to protect and enhance canopy and biodiversity, including use of endemic species. (T4: 2ii.d-e,g-h)</p>
<p>State Planning Policy 2.9 – Planning for Water (SPP2.9)</p>	<p>Seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. Establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.</p>	<p>Water resource management is a consideration of planning and integrated as a requirement of structure planning large development sites. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to ensure structure planning and other large development processes apply integrated urban water management. (T4: 3iii.i) Consider need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River and define any necessary mitigation responses. (T4: 3iii.j)</p>
<p>State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0)</p>	<p>A broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change. Outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage</p>	<p>Urban growth shall predominantly be facilitated in high-density inner-city development including the existing city centres and northern gateway / east end. Other areas that will provide urban growth are on the large re- development (appropriately zoned for structure planning), the mixed use corridors and transit nodes as well as general infill in suburbs to maximise use of existing infrastructure and services. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference):</p>

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	rural-residential growth and plan for Aboriginal communities.	Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T2: 1i.a-f, T3: 3v.q) Planning areas.
State Planning Policy 3.4 – Natural Hazards and Disasters (SPP 3.4) 2006	Encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment. Sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges.	This Strategy has been prepared having regard to the requirements SPP3.4 and the hazards applicable to the City. Current local planning framework consistent with SPP. CHRMAPs complete. Swan River flood risk documented. Bushfire prone areas reviewed. Flooding risk to be managed through development controls. Foreshore access protected for the public. Aboriginal heritage values in relation to water resources are identified and protected. Ongoing work required to maintain consistency, including: Responses (Part 1 action cross-reference): Consider need for Special Control Areas within the planning scheme to identify areas at long term risk of coastal and flooding impacts, and define any necessary mitigation responses (T4: 3iii.j) Maintain consideration of natural disasters as a fundamental element in the preparation of planning documents. To be considered in conjunction with other issue-specific SPPs. (T4: 3iii.i,j, 4iv.k-l) Avoid further land-use intensification in bushfire prone areas unless adequately managed (T4: 6vi.o,p) City Centre planning area
State Planning Policy 3.5 – Historic Heritage Conservation	Sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure	The City of Fremantle contains the UNESCO World Heritage listed Fremantle Prison, 280 places included on the State Register of Heritage Places (including the West End), and over 2500 properties on the Heritage List and 18 Heritage areas. The Scheme and Local Planning Policy Provisions, based on the

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
(SPP 3.5) 2007	development does not adversely affect the significance of heritage places and areas. SPP Historic cultural heritage includes: heritage areas, buildings and structures, historic cemeteries and gardens, manmade landscapes and historic or archaeological sites with or without built features.	Burra Charter and relevant legislation and State planning policies, are consistent with SPP3.5. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3.v.p-r) Continue to manage the City’s heritage areas including review of established areas and opportunities for new heritage areas. (T2: 3v.q) Continue to maintain Local Heritage Survey and Heritage List. (T2: 3v.q-s)
State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6) 2021	Sets set out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. To coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.	Future development and redevelopment may require the provision of new and/or upgraded infrastructure, which can be funded in a number of ways. There are currently no Development Contribution Plans in place. Current local planning framework consistent with SPP (including enabling provisions in scheme). Additional work as needed or required: Responses (Part 1 action cross-reference): Reconsider potential for and cost-benefit of contributions towards improved infrastructure to accommodate increasing population and infrastructure needs. (T2: 4viii.v, T5: 6viii.s)
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) November 2024	Provides a framework in which to implement effective, risk- based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between	The policy will impact upon land use and development within identified bushfire prone areas. The City completed a Strategic Bushfire Hazard Assessment of bushfire prone areas in 2019 (refer to Appendix 8). Current local planning framework generally consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Avoid further land-use intensification in Bushfire Prone Areas unless adequately assessed and managed in accordance with SPP 3.7. (T4: 6vi.o-p)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	<p>bushfire risk management measures, biodiversity conservation and environmental protection. The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.</p>	<p>Continue to apply policy in considering strategic and statutory planning proposals within or adjoining bushfire prone areas. (T4: 6vi.o) Continue management of Bushfire Prone Areas under the City's care and control. (T4: 6vi.p)</p>
<p>State Planning Policy 4.1 – Industrial Interface (SPP 4.1) 2022</p>	<p>Guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/ general industry zones and sensitive zones. Supports land use conflict being addressed as early as possible in and with increasing detail at each stage. Recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.</p>	<p>O'Connor Industrial area and the Port buffer areas are defined by Special Control Areas within the scheme and associated policies to minimise risk and land use conflict with surrounding sensitive (particularly residential) areas. Current local planning framework broadly consistent with SPP though requires some further work to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Review the O'Connor Industrial Area buffer to better align with state standards and minimise land use conflict. (T3: 4vi.r-s) Promote review of Port separation requirements and buffer provisions, particularly in consideration of strategic direction for Port and changing operational needs. (T5: 2iv.g,h)</p>
<p>State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) 2023</p>	<p>The SPP and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. The SPP seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range</p>	<p>Fremantle is recognised as a Strategic Centre under this SPP. North Fremantle is identified as a District Centre. These areas are designated on the strategy map and recognised as planning areas requiring further work in the strategy. Neighbourhood, and local centres are also identified on the strategy map. The City commissioned a Retail Needs Assessment in 2023. Further precinct planning would be beneficial and had been identified as specific planning areas. Ongoing work to maintain and ensure consistency includes:</p>

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	<p>of goods and services, and facilitates retail, commercial and mixed used developments. The policy identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning strategy. The analysis (Needs Assessment) provides an information base to support decision-making by including an assessment of projected retail, commercial and entertainment land use needs of communities in a local government area and its surrounds. SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision- maker.</p>	<p>Current local planning framework generally consistent with SPP though requires some further work to update and ensure full alignment. Responses (Part 1 action cross-reference): Maintain highly accessible centre network and continue to apply zoning and land use permissibility reflective of centre hierarchy. (T2: 1i.a, T2: 1ii.d-e) Review retail sustainability, need and hierarchy considering the changing retail context and population. (T2: 1i.a) Review land use concentrations and revitalisation opportunities in Fremantle City Centre through city plan and potentially precinct planning. (T3: 1i.a, ii.d-e, Planning Area A) Review land use mix and strategic potential of North Fremantle Town Centre (including opportunities to introduce grocery store) through precinct planning. (T3: 1ii.h, Planning area B) Review land use mix and built form improvements in South Fremantle Centre (cnr Douro Road) potentially through precinct planning. (T3: 1ii.i). Encourage intensification in neighbourhood centres on strategic transport links including South Street and Hampton Road. Specifically, intensification of residential density with limitations on retail expansion to avoid unacceptable external impact (subject to Retail Needs Assessment). (T2: 1i.a, 2iii.l) Review role and function of Mixed-Use areas in relation to activity centres. (T3: 1ii.g,h&j) Preclude or discourage large scale out-of-centre retail development including within Industrial, Business and Mixed-Use zones. (T3: 1ii.g)</p>
<p>State Planning Policy 5.2 Telecommunications Infrastructure (SPP 5.2) (2015)</p>	<p>SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and</p>	<p>Not all Telecommunication infrastructure requires planning approval i.e. those considered 'low impact' under the <i>Telecommunications (Low-impact Facilities) Determination 2018</i>. Telecommunication infrastructure is designated as an 'X' use in the Residential, Neighbourhood and Local Centre zones and an 'A' use in all other zones.</p>

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	<p>sets out specific exemptions for where the policy requirements do not apply.</p> <p>Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.</p>	<p>The City's Scheme includes provisions for assessing telecommunications and <i>Local Planning Policy 2.25 – Telecommunications</i> was recently updated to guide new facilities and the upgrading or relocating of existing facilities which do not qualify as low-impact facilities under the Telecommunications (Low-impact Facilities) Determination 2018.</p> <p>Current local planning framework generally consistent with SPP, with additional work required.</p>
<p>State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) 2019</p>	<p>Provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.</p> <p>Applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise.</p> <p>Sets out specific exemptions for where the policy requirements do not apply.</p> <p>Supports noise impacts being addressed early to avoid land use conflict and achieve better land use planning outcomes. Supplemented by the Road and Rail Noise Guidelines</p>	<p>SPP5.4 to be included as a consideration of any structure planning. Application of this SPP mostly occurs at the development approval / subdivision stage.</p> <p>Current local planning framework generally consistent with SPP though requires some further work to ensure full alignment.</p> <p>Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference):</p> <p>Continue to apply SPP5.4 in considering strategic and statutory planning proposals within or adjoining strategic transport routes.</p> <p>Undertake a study of noise impacts from strategic transport routes and consider zoning, development standards and/or the need for special control areas. Consider other strategic objectives including Transport Oriented Development. (T5: 1ii.c&d)</p>
<p>State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) 2019</p>	<p>Sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system.</p> <p>Intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.</p> <p>Contains 10 design principles which set out specific considerations including context and character, landscape quality, built form and scale, functionality</p>	<p>The City's Scheme includes provisions for a Design Advisory Committee. There is also a corresponding Local Planning Policy.</p> <p>Current local planning framework generally consistent with SPP though requires minor wording change to fully align.</p> <p>Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference):</p> <p>Maintain, support and continually review the performance of the City's Design Advisory Committee (Design Review Panel). (T2: 3vi.t)</p>

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	<p>and build quality, sustainability; amenity, legibility, safety, community and aesthetics. Encourages early and on-going discussion of design quality matters and the use of design review. Range of supporting SPPs that provide design quality guidance for specific types of planning and development proposals</p>	<p>Update design principles in scheme to fully align with SPP 7.0. (T2: 3vi.t) Continue to integrate design principle into the City's strategic planning and urban design proposals. (T2: 2iv.o, 3vi.t)</p>
<p>State Planning Policy 7.2 – Precinct Design (SPP 7.2) 2021</p>	<p>Provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. Recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them. Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. The policy also encourages the use of design review.</p>	<p>Under SPP7.2 several areas, including the Activity and District Centre and redevelopment sites, could require further detailed planning through a precinct structure plan. Current local planning framework generally consistent with SPP though further opportunities may be identified for additional precinct planning. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Identify areas that may benefit from a Precinct Plan, including: Fremantle City Centre (T3: 1i.a,e, Planning Area A) North Fremantle Town Centre (T3: 1ii.d, Planning Area B,C) South Fremantle Centre (cnr Douro Road) (T3: 1ii.i-j).</p>
<p>Residential Design Codes Volumes 1 and 2 (2024)</p>	<p>Provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. Address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals. Outlines various objectives for residential development, planning governance and development</p>	<p>The residential densities are shown on the City's Scheme map. The text allows for some variations to the density e.g. up to R60 development in the Local Centre, Neighbourhood Centre and Mixed Use zones where the development is of several uses and split density zones. There are also density bonus / incentives in some specific Local Planning sub areas. Current local planning framework generally consistent with SPP though further actions required to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Progressively review all local planning policies are updated to integrate with the R-Codes where appropriate. (T2: 5ix.x)</p>

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	<p>process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.</p>	<p>Advocate for inclusion of tree planting requirements. (T4: 2ii.g&h)</p>

2.3 Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional and Sub-regional planning strategies and structure plans
- Regional Planning Schemes

Regional planning instruments considered to be specifically relevant to the City are outlined and described below.

Table 13: Regional planning instrument overview and local planning strategy implications and responses

Regional Planning Instrument	Policy Overview	Local Planning Strategy Implications and Responses
Metropolitan Region Scheme (MRS)	<p>Outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure.</p> <p>Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS. Refer to Figure 3 below for MRS zoning.</p>	<p>Current local planning framework generally consistent with MRS. Further actions required to align the local planning framework with the MRS and to maintain currency of MRS. Responses (Part 1 action cross-reference): Zone unzoned sites (T2: 5ix.y-z) Note Region Scheme amendments currently in train for the Beaconsfield TAFE site and North Fremantle Industrial area. Request the WAPC to (T2: 5ix.x-z): Review suitability of regional reserves over Victoria Quay and Fremantle Fishing Boat Harbour in the context of redevelopment plans. Review disconnected parts of the regional road network, potentially in conjunction with the establishment of a 'green road' category focused on public transit. Resolve the preferred Curtin Avenue alignment and its reservation. Consider the adequacy of the Leighton-Port Beach foreshore reserve and possible expansion to accommodate modelled coastal processes and future recreational need.</p>

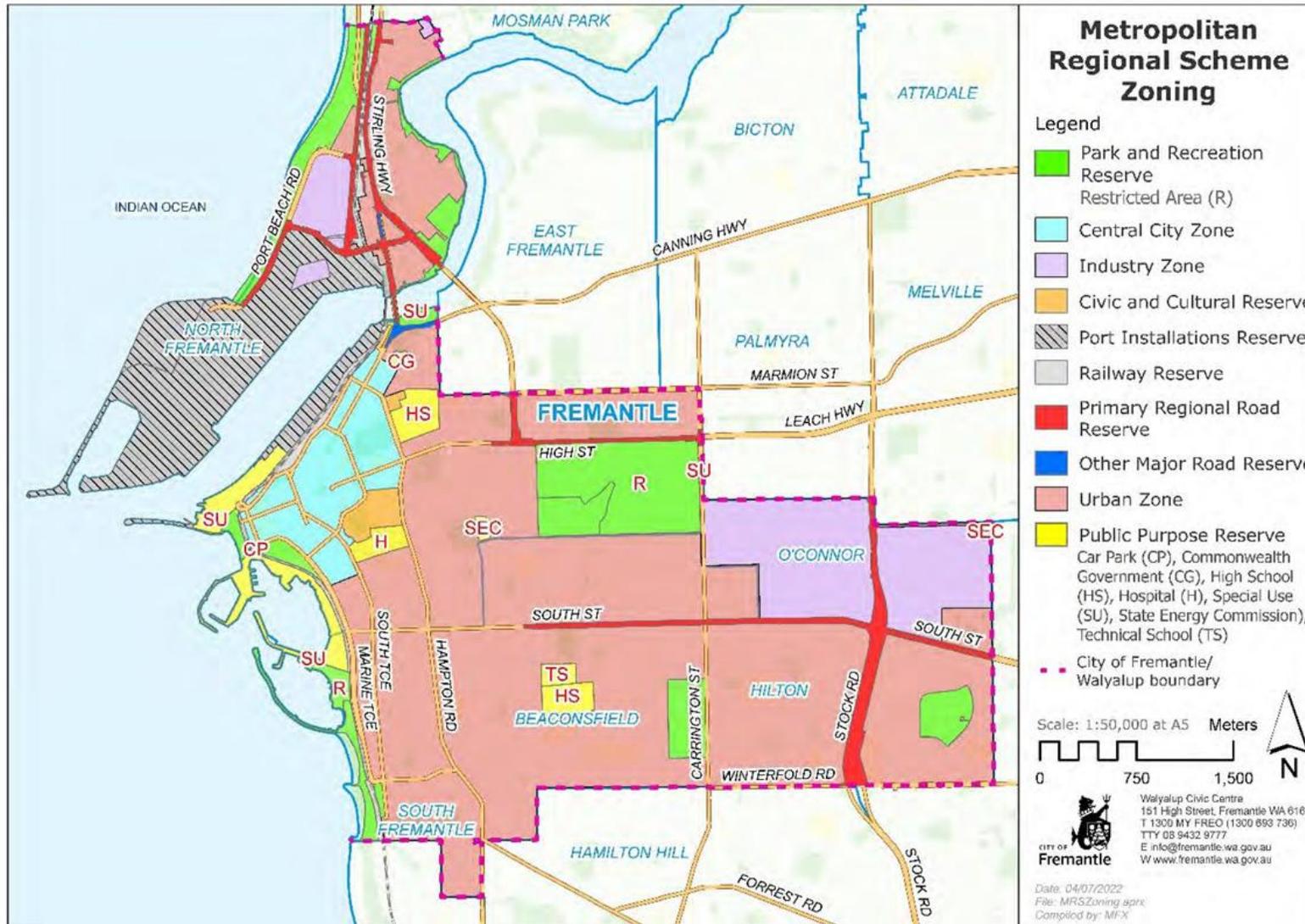
Regional Planning Instrument	Policy Overview	Local Planning Strategy Implications and Responses
		<p>Re-zone Residential properties in O'Connor to Urban to reflect current and future desired land uses in these locations.</p> <p>Acknowledge that further responses may be required as planning for strategic sites progresses including (T2: 5ix.y-aa):</p> <ul style="list-style-type: none"> Fremantle Port and environs (Future of Fremantle project area), including privately held industrial land north of port. Fremantle Oval (Masterplan project) <p>Planning for extension of Norfolk Street and the potential redevelopment of the Italian Club site.</p>

<p>Perth and Peel @ 3.5 Million (2018)</p>	<p>Suite of strategic land use and infrastructure plans, including four Sub-regional Planning Frameworks (north- west, north-east, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million (800,000 new homes) by 2050.</p> <p>The four Perth and Peel@3.5million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance</p> <p>The documents maintain the 47% infill target, which equates to. 380,000 dwellings. Approximately 213,130 of these new infill dwellings are expected to be delivered in Perth’s Central Sub-Region, which includes Fremantle.</p>	<p>The Framework establishes the City’s dwelling yield target, that is an additional 7,030 dwellings by 2050. This equates to 180 dwellings per year on 2011 dwelling numbers and provides a dwelling target of 2,700 dwellings from 2021 to 2036 for this strategy.</p> <p>It is proposed to achieve this required growth within the City by concentrating development on large key development / infill sites, the city centre and surrounds and the South Street transit corridor nodes.</p> <p>Increases in density will be consistent with the 10 urban consolidation principles of Perth and Peel at 3.5 million.</p> <p>Accordingly, the City’s current local planning framework is generally consistent with Perth and Peel @ 3.5 million. Further actions required to align the local planning framework with the state/regional strategic document include:</p> <p>Responses (Part 1 action cross-reference):</p> <p>Continue to promote and support development of the City Centre as a Strategic Metropolitan Centre supporting a wide diversity of land use, employment and services. (T3: 1i.a & Planning Area A)</p> <p>Continue to accommodate appropriately designed infill development (including affordable and accessible housing) in well-serviced unconstrained locations. (T2: 2iii.g-i)</p> <p>Continue to support intensified development and land use diversity within activity centres to support economic development, housing diversity and access to services. (T2: 1ii.d)</p> <p>Continue to accommodate transport-oriented development around railway stations and established nodes on high frequency bus routes (where consistent with heritage values and infrastructure capacity). (T2: 2iii.g, 4.2.3: Urban Corridors)</p> <p>Promote further definition and implementation of planned transit upgrades on identified high frequency transit corridors (South Street, and southern route to Cockburn and Rockingham). (T2: 1i.a&f, 4.2.3: Urban Corridors)</p>
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<p>Central Sub-regional planning framework (2018)</p>	<p>Provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans. The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region.</p> <p>Specifically, the document identifies: An increase in the City’s population of 15,470 by 2050. A target of 4,120 additional dwellings to be provided within the City between 2015- 2031 with an additional 2,910 (total 7,030) by 2050/Perth @ 3.5M. A further 5,760 anticipated jobs within the Fremantle strategic centre by 2050. South Street is identified as a strategic transport corridor. Reiterates Fremantle and North Fremantle as strategic activity centres, as per SPP 4.2.</p>	<p>Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3v.p-r)</p> <p>Continue to provide for housing diversity across the City including affordable and accessible housing. (T2:2.iv.m-n)</p> <p>Continue to accommodate the balance of Fremantle’s 7,030 dwelling target in well-serviced unconstrained locations (particularly focussing on the City Centre and Development Areas, with some opportunities for suitably designed and contextually appropriate smaller scale suburban infill). (T2: 2iii.g)</p> <p>As the Fremantle Port continues to function, continue to support the key port functions and recognition of the economic significance of the port of Fremantle. (T3: 2iv.m,o)</p> <p>Maintain zoning to support investment in and expansion of priority economic growth areas including (T3: 1ii.h,i , Plan Ref A,B,C,D) knowledge-based and creative industries tourism & Blue Economy (T31i.b).</p>
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Regional Planning Instrument	Policy Overview	Local Planning Strategy Implications and Responses
Cockburn Coast District Structure Plan (2009)	Provides guidance for future development of the Cockburn coast. The structure plan delivers strategic direction for the redevelopment of the coast to provide a vibrant and connected coastal node. The plan provides a framework for future land use, infrastructure and transport. This includes a range of development such as residential, business, tourism and education. The structure plans aim to respond to urban redevelopment with a focus on social, economic and environmental considerations.	Current local planning framework consistent with Cockburn Coast District Structure Plan. Structure plan includes the South Fremantle landfill site. The site is registered under the Contaminated Sites Act 2003 with a current classification of "contaminated – remediation required". Requirements for site monitoring and remediation preclude development in the short to medium term future. (T4:5v.n)

Figure 18: Metropolitan Region Scheme zoning over the City of Fremantle



2.4 Development control and Operational Policies

Operational policies guide decision making in relation to subdivision and development applications. Those operational policies considered relevant to the local planning strategy are listed and described below.

Table 14: Operational policies

Policy	Policy Overview	Local Planning Strategy Implications and Responses
1.1 Subdivision of land – General Principles	This policy sets out the general principles that will be used by the Western Australian Planning Commission (WAPC) in determining applications for the subdivision of land. It also indicates the basic requirements for the creation of new lots and the procedures the WAPC will follow to process subdivision applications.	Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.
1.3 Strata Titles	This policy deals with those classes of strata title proposals which require the approval of the WAPC and sets out the criteria to be used in the determination of applications for that approval.	Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.
1.5 Bicycle Planning	The policy seeks to make cycling more prevalent, safer and convenient through provision of better cycle route networks and easy to access end of trip facilities.	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network and reduces use of cars. (T2: 1ii.f) Continue to promote an interconnected and legible movement network, including bicycle considerations, in Development Areas. (T2: 1ii.f)
1.6 Planning to Support Transit Use and Development	This policy seeks to promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel and to encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services.	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference: (T2: 2iii.g-i T3: 3v.p, T5: 1i.a): Continue to accommodate infill development in well-served locations throughout the City (where consistent with heritage and community values and service capacity). Continue to advocate for State investment in rapid transit options along strategic transport routes and accommodate for this through appropriate zoning and density.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
		<p>Maintain opportunities for consolidation on unconstrained sites within walkable catchments around railway stations and established nodes on high frequency bus routes.</p> <p>Review parking standards and transfer to planning policy.</p>
1.11 Community Schemes	<p>This policy sets out the general principles and basic requirements that will be used by the Western Australian Planning Commission (WAPC) to:</p> <ul style="list-style-type: none"> clarify the procedure for assessing and determining a statement of grounds and community development statement; and establish criteria for the consideration of a community development statement and the subsequent subdivision and development proposals. <p>as provided for by the <i>Community Titles Act 2018</i> (CT Act) and the <i>Community Titles Regulations 2021 (the Regulations)</i></p>	<p>Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.</p>
2.2 Residential Subdivision	<p>This policy sets out the Western Australian Planning Commission's requirements for the subdivision of land into residential lots. It is Closely aligned with the site area provisions in the R-Codes.</p>	<p>Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Continue to support effective mechanisms to retain mature tree retention in subdivision. (T4: 2ii.g&h)</p>
2.4 Planning for school sites	<p>This policy contains the Western Australian Planning Commission's (WAPC) general requirements for school sites to meet the existing and future community needs, acknowledging that the School Education Act 1999 provides an entitlement for a child to be enrolled at a government school for each year of the child's compulsory education period. The State provides sufficient and appropriate access to a government school for the purpose of meeting a child's entitlement.</p> <p>This policy identifies when to consider the provision of sites for new schools, sets criteria for the selection of sites, includes requirements for the design and location of school sites and outlines the</p>	<p>This policy would be used during the preparation of structure plans (district, local and precinct) and subdivisions where residential development is proposed, and development applications in close proximity to school sites.</p> <p>Current local planning framework generally consistent with operational policy.</p>

Policy	Policy Overview	Local Planning Strategy Implications and Responses
	development contribution methodology for government primary schools.	
5.1 Regional roads (vehicular access)	This policy addresses matters relating to the control of development adjacent to regional roads.	Current local planning framework generally consistent with operational policy.
5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space.	This policy establishes the Western Australian Planning Commission’s (WAPC) position regarding the use and development of land reserved for Parks and Recreation in the Metropolitan Region Scheme (MRS).	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Review reservation of Italian Club site in conjunction with WAPC, Department of Transport and Major Infrastructure and Italian Club to facilitate extension of Norfolk Street extension and associated Freo 2029 outcomes. (T2: 5ix.aa)

2.5 Position Statement and Guidelines

Position statements are prepared by the WAPC to set out the policy position or advice of the WAPC with respect to a particular planning practice or matter. Guidelines are prepared by the WAPC to provide detailed guidance on the application of WAPC policies. Those position statements or guidelines of the WAPC that are considered relevant should be included below.

Table 15: Position statement and guidelines

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
Residential Accommodation for Ageing Persons	<p>Outlines the WAPC's requirements to support the provision of residential aged care within the local government planning framework in Western Australia.</p> <p>The position statement seeks to achieve consistent strategic planning consideration of residential accommodation needs for ageing persons in local planning strategies and consistent statutory planning guidance to standardise land-use definitions and zoning permissibility for residential accommodation for ageing persons in local planning schemes.</p>	<p>The City of Fremantle is a registered Age Friendly City through the World Health Organisation.</p> <p>Through the City's Age Friendly City Plan the City continues to advocate for and investigate all initiatives that support the City's aging population.</p> <p>A number of recent approvals have seen an increase in aged-friendly housing alternatives in the pipeline.</p> <p>Responses (Part 1 action cross-reference):</p> <p>Continue to promote consideration and inclusion of age-friendly housing on development sites and in new structure plans and subdivisions, including through partnership with local community housing providers. [from age friendly plan].</p> <p>Continue to support and incentivise housing diversity, particularly for adaptable, accessible and affordable housing. (T2: 1i.a, 2iii.g-i)</p> <p>Continue to support diverse housing typologies including small, low maintenance, accessible typologies to enable aging in place e.g. initiatives like the Freo Alternative. (T2: 2iii.i&j)</p>
Renewable energy facilities	<p>Outlines the Western Australian Planning Commission (WAPC) requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia.</p>	<p>Development of renewable energy sources is consistent with the City's One Planet Action Plan and Corporate Energy Plan.</p> <p>Responses (Part 1 action cross-reference):</p> <p>Continue to acknowledge potential for suitable interim uses for Hollis Park Development Area consistent with contamination restrictions, pending resolution of historic contamination which currently precludes redevelopment. (T4: 5v.n)</p>

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
Special entertainment precincts (draft)	Provides guidance on the designation of special entertainment precincts. Applies to the establishment of special entertainment precincts in local planning schemes, improvement schemes or redevelopment schemes.	Fremantle accommodates a vibrant live music scene and entertainment precincts. Noise conflicts represent a growing challenge in the face of increasing residential development and changing community attitudes. Responses (Part 1 action cross-reference): Identify Fremantle City Centre as a potential special control area for the purposes of a special entertainment noise precinct, subject to further detailed investigations and noise modelling. (T3: 1i.d) Undertake noise modelling and potential attenuation responses and community engagement to inform the establishment of Entertainment Noise Precinct/s or similar development control and management mechanisms. (T3: 1i.d)
Western Australian Climate Policy	Sets out the State Government's plan for a climate-resilient community and a prosperous low-carbon future. Commitment to adapting to climate change and working with all sectors of the economy to achieve net zero greenhouse gas emissions by 2050. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. Outlines actions to guide the response by business, the community, local governments and State Government agencies to develop well-informed, timely and practical adaptation responses.	In May 2019 Fremantle Council declared that the world is in a state of climate emergency that requires urgent action by all levels of government. Acknowledgement of the climate emergency underpins the Local Planning Strategy and ongoing work within the local planning framework including its continued promotion of more energy efficient urban structures and buildings. Responses (Part 1 action cross-reference): Acknowledge the climate emergency and the need for sustainable development in local planning documents. (T4: 1i.a-c) Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T4: 1i. T2: 1i.a, 2ii.d,f, T3: 3v.q) Continue to advocate for increased energy and water efficiency in new development. (T4: i.a-c 3iii.i) Maintain and periodically review incentives for energy and water efficiency in local planning framework. (T2: 5ix.bb, T4: 3iii.i)

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
Position Statement and Guidelines: Planning for Tourism	Together, they outline the policy position of the WAPC and guide the appropriate management of tourism land use and development in our State. They also provide clear and consistent direction to local governments on the definition and treatment of short-term rental accommodation in Western Australia.	Fremantle already has a well-established framework to accommodate tourism development. Responses (Part 1 action cross-reference): Upon finalisation of the Position Statement: Review and align land use definitions, registration requirements and any exemptions with current framework (including Local Law). (T3: 1i.b,f, 2iv.o, 5vii.t,u, T2: 5ix.aa)
Container Deposit Scheme Infrastructure	This position statement outlines how container deposit scheme infrastructure should be considered and assessed in the Western Australian planning system.	Much of the Container Deposit Scheme infrastructure has been rolled out around the state. In instances where the City receives an application for additional locations the position statement will be consulted.
Expenditure of Cash-in-Lieu of Public Open Space	The intent of this position statement is to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the Planning and Development Act 2005.	Position statement to be followed if funds are received for cash in lieu of open space.
Housing on Lots Less than 100m ²	This document provides interim guidance for subdivision and house design on lots less than 100m ² , proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. Planning Reform, Design WA, Liveable Neighbourhoods, METRONET and other policy reviews will consider broader application of this development type, particularly within existing residential areas and transit precincts.	Position statement would be consulted in instances where the City considers housing on lots less than 100 sqm.
Our Coastal Future: Port, Leighton and Mosman Park Beaches	A plan prepared in conjunction with the Town of Mosman Park to coordinate decision-making and facilitate long-term adaptation methods to the risks of coastal erosion and inundation at Port, Leighton and Mosman beaches.	Sets out potential near-term, medium-term, and long-term adaptation methods for coastal erosion. The City will continue to promote, update, and implement the Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan. (T4: 4iv.k&l)

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
Coastal Adaptation Plan (2017)		
Fremantle Boat Harbours Masterplan 2023 - Department of Transport and Major Infrastructure	The intent of the document is to guide the future development of the Fremantle Fishing Boat Harbour and adjoining Challenger and Success harbours for the next 40-50 years. Central to the plan is the retention of the working harbour with opportunities for long-term urban renewal, enhanced public spaces and improved connections to the city centre and Victoria Quay. Other keys aspects of the plan include: Integrating the City's concept for Norfolk Street extension, new superyacht berths and support facilities, and opportunities for redevelopment sites, including a proposed mixed- use site where the boat lifter currently operates.	Generally, the master plan is in alignment with the City of Fremantle's long-term vision for improved connectivity between the city and its waterfront. Specifically, the City of Fremantle Council would like to see (T53v.k,m, Planning Area A): Acknowledgment and consideration of the rich cultural and historical value of the harbour through all phases from planning to implementation A harbour area that celebrate all aspects of the 'Blue Economy' and that complements but do not detract from commercial activities in the city centre, including improving the public interface with fishing industries, and water-based tourism and events; Maintenance of the authenticity of a working harbour, in particular the retention of the boat lifters facilities within the precinct. Careful consideration of residential land uses (if introduced). Guidance on appropriate built form and height of new developments. Consideration of how public parking will be managed as the precinct grows as a key city destination. Funding and delivery strategy by the State Government.
Victoria Quay Commercial Precinct Plan 2016 - Fremantle Ports	The Victoria Quay Commercial Precinct Plan and Fremantle Park Precinct Plan provide a framework to assess specific development proposals and facilitate an integrated, coordinated approach to future development. The Vision is to open the way for revitalising the Victoria Quay Commercial Precinct, the Fremantle Railway Station area and Pioneer Park as a vibrant and inviting quarter of Fremantle by embracing its heritage, improving	The City is committed to working with the different agencies to achieve the intent and purpose of these precinct plans.
Fremantle Station Precinct Plan		

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
2016 -Public Transport Authority	connections between the waterfront and the city centre and enabling sustainable economic, social and environmental outcomes.	
Position Statement – Public Open Space (POS)	<p>This policy sets out the general principles and requirements that will be used by the Western Australian Planning Commission (WAPC) to ensure public open space (POS) is an essential consideration across the planning framework, establish a minimum standard for the contribution towards POS from the creation of new lots and provide guidance on the collection, expenditure and management of cash in lieu contributions towards POS to benefit the community.</p> <p>The position statement retains the typical minimum 10% land contribution (or monetary equivalent) for new residential subdivisions on greenfield or brownfield development sites. However, it also includes new provisions setting a lower rate for infill and mixed use development (2% to 5%) based on the existing provision of POS or overprovision for communal space but with a 2-year deferral period before it takes effect. POS may not be collected from built strata subdivisions or subdivision comprising 5 lots or less unless justified through the local planning strategy or scheme.</p>	<p>The City supports a minimum 10% POS contribution as a baseline metric for greenfield or brownfield development sites and infill areas where an undersupply of, or access to, POS has been identified as an issue in the City’s strategic documents.</p> <p>The City of Fremantle Council notes that allowing publicly accessible but privately owned open space that is accessible to the public to offset a POS contribution is not considered to be a suitable substitute for publicly owned POS, as it would create a burden on the landowner, in terms of maintenance, liability, and potential use conflict, and is not considered to be a sustainable or secure way to provide POS for surrounding residents.</p> <p>Responses (Part 1 action cross-reference): T2: 4viii.v</p> <p>A public open space strategy will need to be incorporated into strategy amendments should the City identify the need to collect contributions from large built strata subdivisions.</p>

3 Local Planning Context

The section outlines other major strategies of the City of Fremantle that influence the local planning framework including the Strategic Community Plan, local planning strategy 2001, planning scheme, structure plans, local development plans and local planning policies.

3.1 Strategic Community Plan 2024 - 2034

The City's Strategic Community Plan 2024 – 2034 identifies five key focus areas and associated goals:

Table 16: Strategic Community Plan 2024 - 2026

Focus Area	Theme	Objectives
Liveable City	A liveable city that is vibrant, socially connected and desirable	Sustainable growth in city centre population Liveable and socially connected neighbourhoods Connected city Sustainably designed and optimised urban and natural environments Functional and inclusive recreational facilities A unique built heritage and history that is preserved, protected and shared
Thriving City	A thriving city with a prosperous and innovative economy	Attraction and retention of diversified investment and talent A resilient seven-day economy A thriving and supportive ecosystem for start-ups and small businesses Vibrant and active city centre Partnerships and pathways for learning and education
Creative City	A creative city that is inspiring, diverse and dares to be different	Optimised, accessible and affordable places and spaces for creatives 50,000 years of First Nations culture and heritage is recognised, celebrated and embraced Events and programming celebrate Fremantle's unique and diverse creative and cultural identity
Resilient City	A resilient city that plans for the future and is empowered to take action	An educated and empowered community that seeks to mitigate the causes and effects of climate change A focus on planning for a stronger and more resilient future A future-proofed asset base that remains functional and accessible to the community Availability of services and support for the most vulnerable members of the community

Focus Area	Theme	Objectives
Inclusive City	An inclusive city that welcomes, celebrates and cares for all people, cultures and abilities	A clear and respectful path towards reconciliation and truth telling for First Nations people A safe and accessible community for all abilities A welcoming and inclusive City for all members of community A platform for engagement and participation for our youth and next generation of community leaders Genuine and productive partnerships with members of the community

3.2 Previous local planning strategy

Prior to the WAPC’s endorsement of this document, the City had Local Planning Strategy 2001. This was adopted by Council on 9 July 2001 but does not appear to have been formally endorsed by the WAPC. It will be revoked on adoption of this strategy.

Key changes from Local Planning Strategy 2001 include updated references and land use planning actions related to:

- Subsequently adopted local strategies and plans, including the Strategic Community Plan, Greening Fremantle Strategy, Urban Forest Plan.
- Subsequently adopted state planning strategies, policies and targets, including Perth and Peel @ 3.5 Million.
- Demographic, economic and development changes.
- Application of contemporary document template (as per state government guidelines).
- An increased focus on sustainability reflective of Strategic Community Plan.
- Identification of proposed Rapid Transit Corridors reflective of
- Perth and Peel @ 3.5 Million.

- Housing and population forecasts and targets (Perth and Peel @ 3.5 Million)

3.3 Local Planning Scheme

The local planning scheme is the primary instrument for delivery of the vision and planning directions of the local planning strategy, controlling land use and development within the City. Based on the direction established in the 2001 Local Planning Strategy the Local Planning Scheme No.4 (LPS4) was gazetted in March 2007. In the fifteen years since gazettal, LPS4 has been maintained through a series of over 85 strategic amendments.

3.3.1 Scheme Review

The City completed a review report on the functions of its Local Planning Scheme No 4 in February 2020 and submitted this to the Western Australian Planning Commission (WAPC). The report recommended that the Local Planning Strategy be updated, and that Local Planning Scheme No.4 was satisfactory in its existing form, but should be maintained based on an agreed program of projects / scheme amendments, many of which have since been carried out.

The WAPC considered the 2020 report of the review and agreed that the City’s retention of LPS4 was acceptable in the short

term. However, the Commission also required that a new Local Planning Strategy would need to be prepared and noted that this would likely result in the need for a new Scheme.

3.4 Other planning schemes

Nil

3.5 Local Planning Policies

Local planning policies can be prepared by the City in accordance with Division 2 of Schedule 2 of the Regulations in respect of a specific class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the City's local planning policies and implications for the local planning strategy are provided in Table 1 - Appendix 2. In summary:

- Council has 77 Local Planning Policies. These include:
 - Administrative / procedural policies
 - Issue-based policies
 - Area-based policies.
- Whilst the strategic direction of most policies remains valid and generally consistent with the direction of this strategy, a number are out of date, some to the point of obsolescence.
- Through its scheme review report, Council has committed to a review of its policy manual for the purpose of rationalising the policy framework.

Key strategic directions obtained from (or reflected in) Council's local planning policies include:

- Council recognises the complex interplay of considerations in achieving its strategic objectives.

- Council recognises the importance and significance of its heritage fabric and assets, and the need to manage these appropriately.
- Council recognises the development opportunities presented in a number of strategic brownfields sites and precincts, and the capacity of these, if appropriately redeveloped, to support it achieving its strategic objectives.
- Council supports more sustainable built form
- Council supports provision of dwelling diversity, with different precincts and different sites providing differing opportunities to contribute to this overall objective.
- Council recognises the importance of design in achieving positive community and place outcomes.
- Council recognises the importance of fair, equitable, transparent, consistent and achievable processes in the determination and management of development proposals.

3.6 Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. Precinct structure plans can also be used to inform built form outcomes and the design of public open spaces. An overview of the structure plans within the City, and implications for the local planning strategy are provided below.

Table 17: Structure plans

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
DA1 – Knutsford Street East, Fremantle	9 April 2018 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes from R60 to R100 densities.	- 32.054 S 115.764 E	Staged development in train at lower density than anticipated. Yield estimate: 300-500 dwellings. Parts of the structure plan have been built out and should be normalised into the scheme. Remaining portions of structure plan still relevant and should be retained.
DA4 – Swanbourne Street, Fremantle	8 September 2015 ADOPTED Structure plan	Development for predominantly residential purposes, with some mixed-use, at a range of densities, including R40 to R80, R60 to R100 and R80 to R160.	- 32.054 S 115.760 E	Development as per the structure plan has not yet proceeded on site. Development pending identification of a joint venture partner. Yield estimate: 306-470 dwellings. As of date of this report, structure plan is being proposed to be extended for a further 10 years.
DA6 – Wool Testing and Sealanes, South Fremantle	24 February 2005 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R60 and R100 densities.	- 32.072 S 115.752 E	Development as per the structure plan has not yet proceeded on site. The structure plan has not aged well and would likely require amendments to realise the full development potential. The structure plan, however is adopted and therefore still relevant. Yield estimate: 150 dwellings. Structure plan is inadequate and new plan should be created to effectively actualise full development potential of the site.
DA7 – Mather Road, South Fremantle	21 July 2008 DELETED 12 November 2021	Development for residential purposes at R20, R40 and R50 densities.	- 32.074 S 115.765 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA7 – Lefroy Road Quarry, Beaconsfield	14 February 2019 ADOPTED	Redevelopment for residential purposes, with a mix of	- 32.070 S 115.765 E	Development as per the structure plan has not yet proceeded on site. Development delayed due to the cost of site remediation. The recreation planning in

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
	Structure plan	housing typologies, at R30 to R60 densities.		2020 identified the site as an opportunity to provide a new senior sized oval to accommodate population growth beyond 2031. Yield estimate: 334+ dwellings. Structure plan requires review to reflect Heart of Beaconsfield Masterplan 2021.
DA8 – Taylors College, O’Connor	26 March 2008 DELETED 12 November 2021	Redevelopment for residential purposes, with a mix of housing typologies, at R30 to R60 densities.	- 32.064 S 115.801 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA12 – Kim Beazley School, White Gum Valley (WGV)	24 September 2014 DELETED 12 November 2021	Redevelopment for residential purposes, with a mix of housing typologies, at R35 to R80 densities.	- 32.058 S 115.772 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA18 – 9-15 McCabe Street, North Fremantle	SAT issued Orders 3 March 2009 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R80 density.	- 32.022 S 115.757 E	Development is largely complete. The structure plan could be normalised into Local Planning Scheme No. 4 and subsequently revoked.
DA18 – 140 Stirling Highway, North Fremantle	6 December 2024 ADOPTED Structure plan	Redevelopment for multiple dwellings at R80 density.	- 32.022 S 115.755 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 250 dwellings. Precinct Structure Plan is still relevant. Yield Estimate: 350
DA18 – Matilda Bay Brewery site, North Fremantle	6 October 2020 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along with communal facilities and public open space.	- 32.024 S 115.755 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 500 dwellings*. Structure plan still relevant and should be retained.
Davis Park, Beaconsfield	14 May 2021 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along	- 32.065 S 115.771 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 550 dwellings. Structure plan still relevant and should be retained.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
		with community facilities and public open space.		

**Note: Yield estimates are approximate only. In the case of approved Local Structure Plans, they reflect the yield estimate in these (where stated). Achievement may be restricted by site, feasibility and development restrictions including but not limited to building height restrictions.*

Structure Plans have not yet been formulated for the following Development Areas below. Reasons why these areas have no structure plan progressed are additionally provided in the table.

Table 18: Development areas not yet subject to structure plans

Structure Plan Area	Mapping Reference	Local Planning Strategy Implications and Responses
DA2 - Daly and Hollis Street tip site South Fremantle landfill sites	- 32.077 S 115.758 E	Site highly constrained due to ground contamination from being a former landfill site. Substantial redevelopment not anticipated within 15 years.
DA3 – Fremantle Chalet Village, South Fremantle	- 32.081 S 115.759 E	Continues to operate as tourist accommodation. No redevelopment proposed. Historic ground contamination restricts use.
DA5 – Leighton Marshalling Yards	- 32.029 S 115.751 E	A non-structure plan development framework for the area was established by Development Plan 17 in the scheme and associated policies. Staged development is in train. Remaining yield estimate: 200. The development area could be normalised into Local Planning Scheme No. 4.
DA13 - 100 Hampton Road, Fremantle	- 32.060 S 115.757 E	Single site containing residential building which continues to be operated by Housing Authority / Foundation Housing. The development area could be normalised into Local Planning Scheme No. 4.
DA19 – Clontarf Hill, South Fremantle	- 32.077 S 115.763 E	No development on site. Majority of the land is held by Main Roads WA. Site contiguous with Clontarf Hill reserve, and an Aboriginal heritage site. Rationalisation of boundaries taking into account these values recommended. Support a collaborative and inclusive approach between landowners and the surrounding community in discussions of development on the site, with a focus on ensuring that future developments are culturally and ecologically sensitive to the context of its surroundings.

3.7 Local Development Plans

Local development plans can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the local development plans within the City, and implications for the local planning strategy are provided below.

Table 19: Local development plans

Name of Local Development Plan	Date of Approval/ Last Amendment	Purpose of Local Development Plan	Mapping Reference	Local Planning Strategy Implications and Responses
Lot 11 Mouquet Vista, White Gum Valley	4 June 2019	Coordination of residential subdivision and development and supplementing the provisions of LPP 3.15.	-32.058 S 115.770 E	Facilitates delivery of a structure plan development area, providing infill housing within an established suburban setting.
Lot 200 Hope Street White Gum Valley	1 November 2019	Providing for a mixture of housing typologies and supplementing the sub-area provisions of Schedule 7 of LPS4.	-32.059 S 115.774 E	Providing an infill housing solution within an established suburban setting.

3.8 Other Relevant Strategies, Plans and Policies

Other City of Fremantle strategies plans and policies that are not necessarily part of the planning framework, do influence it in some way are mentioned here.

Table 20: Other strategies, plans and policies

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Age Friendly City Plan	April 2019	To prioritise positive aging opportunities for the Fremantle community and a great place for people who visit	Support opportunities for aging in place through housing diversity including potential incentives for adaptable housing.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
			Maintain opportunities for access to local services in each neighbourhood.
Economic Development Strategy	2015	"to build up the economic capacity of (the) local area to improve its economic future and quality of life for all"	Maintain zoning to support office, industrial and retail development. Maintain buffers to Port and industrial areas. Protect opportunities for water-based industries and technologies. Consider incentives for priority industries including creative, sustainability and blue economy. Continue to protect and enhance heritage buildings and streetscapes Maintain opportunities for adaptive reuse. Review role, function and requirement for Mixed Use areas.
Access and Inclusion Plan	November 2021	To provide an effective framework for meeting the needs of many people in the community... (including)... people with disabilities... Parents with young children and prams, the elderly and people from culturally and linguistically diverse backgrounds	Continue to accommodate diverse housing including potential incentives for adaptable housing.
Climate Change Adaption Plan	2019	Set out actions to adapt to impacts of climate change.	Implement CHRMAPs Implement Urban Forest Plan. Promote tree retention and planting. Promote water efficient and sensitive design. Promote energy efficient urban form, buildings and living.
Community Safety and Crime Prevention Plan	September 2019	To set priorities for community safety and crime prevention for the next 5 years	Promote passive surveillance of public spaces. Support residential presence in commercial areas.
Esplanade Masterplan	December 2015	To outline long term layout and improvements to The Esplanade as the City Centre's primary greenspace	Maintain reservation of The Esplanade as a significant community recreation and green space. Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.
Freo 2029 Transformational Moves	February 2015	To supplement a Fremantle City centre structure plan and illustrate how it could be implemented via a number of	Recognise priority transit routes and advocate for their delivery.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
		key actions or 'transformational moves'	Advocate for extension of Norfolk Street, improved waterfront connection, redevelopment of Fremantle Station forecourt. Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.
Greening Fremantle Strategy 2020	July 2017	To inform, guide and implement a greener city. Includes assessment of POS provision, green linkages and tree planting.	Maintain public open space reservations. Support full POS contribution in redevelopment areas and areas identified as having an undersupply of POS. Support tree and native vegetation retention and additional planting in new development. Promote inclusion of green linkages in new development as per strategy plan.
Integrated Transport Strategy (ITS)	February 2015	To provide a broad strategic position on a variety of transport and land use issues as a basis for more detailed plans and projects.	Maintain higher density opportunities in established nodes along rapid transit corridors. Advocate for further definition and advancement of rapid transit. Develop Parking Plan and review parking requirements.
Kings Square Business Plan and Urban Design Plan	2012	To outline the business plan and spatial concept for revitalisation of Kings Square	Recognise Kings Square (now Walyalup Koort) as the civic and commercial heart to the City Centre. Continue to accommodate activation and incentivise redevelopment around the square.
Local Bike Plan	August 2019	To harness the potential of Fremantle as a bike friendly city by providing a comprehensive guide to the policies, programs and infrastructure investment required to realise this vision.	Recognise planned bike route network. Maintain provision for end of trip facilities for significant new development.
One Planet Framework and Action Plan	October 2021	To provide a framework through which to understand and monitor the City's progress towards sustainable living	Promote protection of natural areas, water and energy efficient urban and built form, housing diversity, transit-oriented development, inclusive design, heritage protection.
Port, Leighton and Mosman Park	2017	To assist with coastal management decision-making	Monitor coastal processes and shoreline movement.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Beaches Coastal Adaptation Plan			Establish Special Control Area and development responses for sites at risk of long term coastal impacts. Advocate for holistic planning for appropriate options in North Fremantle, including continued accommodation of district beach node facilities.
City of Fremantle South Fremantle Coastal Adaptation Plan	2016	To adapt to the changing coast south of the Swan River, and provides timeframes and trigger points for decision-making and planning for the Fremantle coast from South Mole to South Beach.	Monitor coastal processes and shoreline movement. Advocate for long term protection works along rail corridor and around harbours. Establish Special Control Area and development responses for sites at risk of long term coastal impacts.
Urban Forest Plan	2017	To manage and guide tree and vegetation population across the public and private realm, to increase canopy and biodiversity and to mitigate the Urban Heat Island Effect	Support retention of trees and native vegetation. Promote additional planting in new development. Maintain verges capable of accommodating street trees.
Water Conservation and Efficiency Plan	2021	To set out the approach and actions the City wishes to take over the next five years to conserve scheme and ground water and use water sources in the most efficient way possible	Continue to apply Water Sensitive Urban Design principles to new structure plans and major developments. Review Local Planning Policy LPP1.10 Construction Sites and SG40 Greywater Re-use Systems.
Fremantle Oval Masterplan	2020	To guide the long-term redevelopment of Fremantle Oval as the Home of Football and a destination that integrates and connects to the historic city around it, and delivers a great 'gameday experience'	Review zoning of oval to ensure this accommodates range of anticipated uses.

3.9 City Plan – City Centre

Despite its regional significance, Fremantle faces challenges in maintaining its status as a premier commercial, tourist, and service destination. The emergence of alternative centres, characterised by purpose-built shopping complexes, alongside a sluggish regional office market and the global decline in traditional high street retail, poses significant obstacles to its prominence. Forecasts predict a substantial population surge in the City Centre and Queen Victoria gateway, projecting an increase from 2,784 (2021) to 4,896 individuals in the Strategic Centre by 2036, a 76% increase requiring an additional 1200 dwellings. This projected growth, both within the Centre and its immediate surroundings, will inevitably intensify the demand for services in Fremantle City Centre over the next 15 years and beyond.

In response to these challenges, the City of Fremantle is actively developing a series of comprehensive City Plans focusing on different strategic areas within the scheme area. The City Plan: City Centre is the first such document and focuses on the central City Centre area and environs. This initiative aims to strategically and spatially plan for Fremantle City Centre's growth and evolution in the forthcoming decades taking into account population increases, infrastructure servicing, transport networks, sustainability, climate risks, heritage, vegetation and port relocation. Successfully navigating the conflicting values and objectives necessitates a thoughtful, nuanced, place-based approach to achieve optimal outcomes. The City Plan process involves group discussions with a number of private and government agency stakeholders to come up with creative solutions that will require a coordinated approach across multiple City departments. This was followed by development of a number of "What if?" scenarios, involving potential responses to

these challenges. Both the City Plan: City Centre and the What if? scenarios were advertised to the community for comment.

Planning outcomes of the City Centre City Plan have been incorporated into this Local Planning Strategy and will be incorporated into the Scheme to shape future projects, precinct planning, and policies related to housing, sustainability, transport, parking, design guidelines, and other planning controls crucial for supporting the centre's sustainable development.

A significant emphasis of this plan is to explore opportunities for increasing the residential population in the City Centre. To realise this objective, the plan considers growth scenarios that surpass state planning targets, aspiring to accommodate an additional 10,000 city dwellers by the year 2050. This ambitious vision aligns with the broader goal of ensuring Fremantle's sustainable growth and prosperity.

Key considerations for the City Centre include accommodating and balancing the following:

- Increasing the resident population to support the day and night economies.
- Prioritising sustainable and efficient use of public infrastructure, including public transport and open spaces, and addressing existing or future gaps.
- Enhancing Fremantle's attractiveness as a destination and economic hub (commerce and employment).
- Advocating for design interventions to enhance unique attractions and connect the City Centre with its waterfront.
- Cultivating economic diversity, encompassing traditional functions, maritime uses, tourism, food and beverage, as well as knowledge-based and creative industries, while concurrently maintaining land use flexibility.

- Retaining or enhancing the urban canopy.
- Conserving built and Aboriginal heritage.
- Promoting walkability within the urban landscape.
- Proactively identifying and addressing land use conflicts.
- Supporting sustainable practices including measures for climate resilience and environmental conservation.
- Ensuring accessibility and inclusivity in urban planning.
- Enhancing digital infrastructure to support technological advancements.
- Unlocking vacant, neglected or underutilised sites.
- Influence strategic priorities and shifts in state government agenda.

3.9.1 Spatial Background

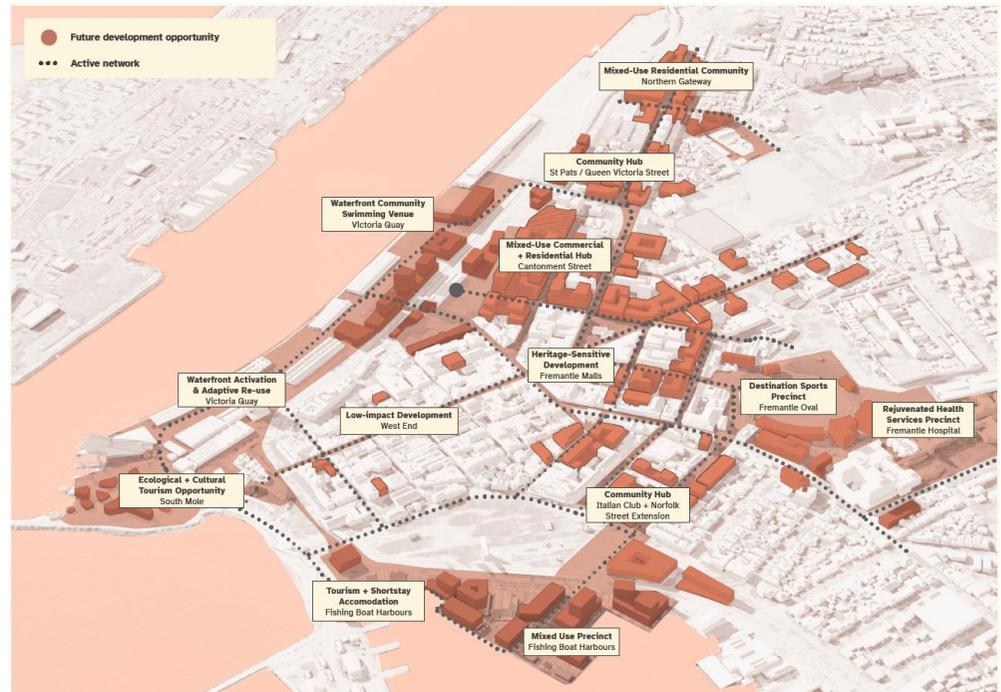
A major part of the City Plan is promoting the City Centre as a mixed-use area, similar to how it was in the early 20th century, before the significant and gradual decline of its residential population.

The spatial strategy (Figure 4) identifies key areas around the City Centre with development potential, where increased density could accommodate new residents while also attracting more businesses and tourists. By mapping underutilised sites (such as those without significant heritage value, industrial sites, and vacant land), there is the potential to accommodate a capacity of approximately 10,000 residents (3.5 times the current population) and up to 20,000 jobs (double the existing number of jobs).

The majority of this transformational potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre while maintaining the predominantly 2-4 storey urban setting within the West End. The

City Centre’s cultural vibrancy—driven by its nightlife, bars, and cafes— is essential to its ongoing appeal. However, this strategy emphasises the need to increase the residential population, particularly in the underdeveloped areas surrounding the historic core. Densifying the City Centre will help create a more vibrant, 24-hour, walkable environment—aligning with the concept of truly mixed-use cities, a model common in Europe but less prevalent in Australia.

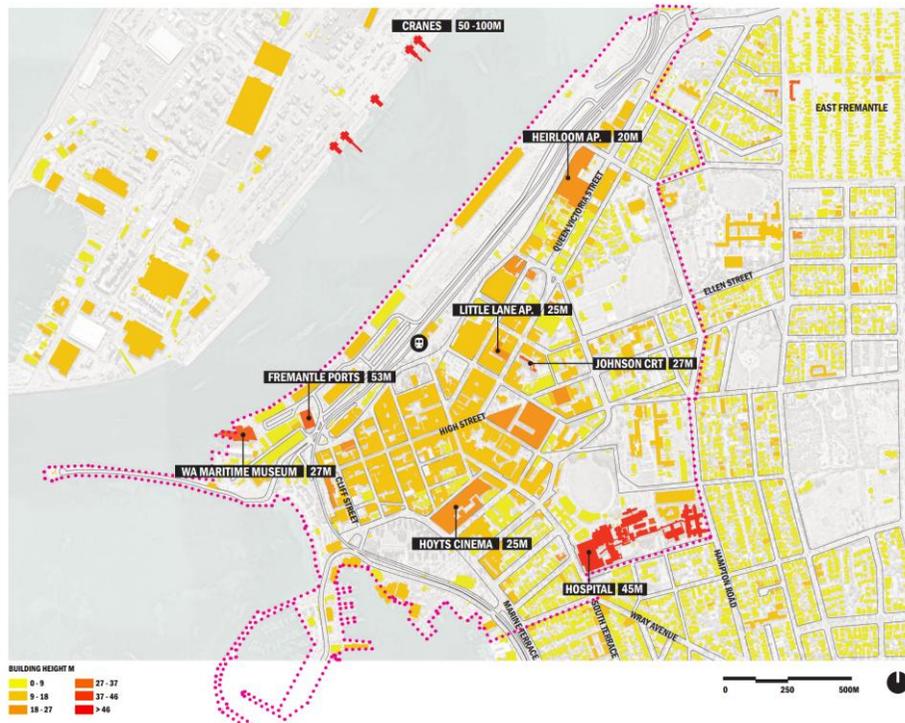
Figure 19: Spatial strategy (source: City Plan: City Centre)



Baseline mapping carried out as party of the City Plan: City Centre demonstrates that buildings within the State Heritage-Listed West End area are generally 2-3 storeys, with some up to

4 storeys and a rare few up to 5 storeys. Where 5 storeys has been permitted, the development has been designed so that the top storey is not visible from the street. In any case, none of the heights are greater than 18 metres in height (In Figure 5, the two lots within the historic West End shown as greater than 18m refers to the highest points, which comprise architectural features or roof pitches, not full storeys). Buildings to the south of Norfolk Street and within the scheme area tend to comprise low-scale residential with some mixed use developments.

Figure 20: Existing building heights (source: City Plan: City Centre Baseline Report)



This height limitation is crucial in maintaining the heritage significance of the area as a whole by preserving its setting. Therefore, significant, larger development will occur on around the historic West End.

View lines down High Street and the arterial streets branching off should be preserved from a pedestrian viewpoint, with heights kept low or with higher storeys not visible from the street, to reflect the historic pattern of development. Views to and from the Fremantle Prison, the Roundhouse, Monument Hill, and Cantonment Hill should also be preserved and maintained in a wider context.

Figure 21: Existing view lines (source: City Plan: City Centre Baseline Report)

Important views

With significant surrounding topography and relatively low built form, there is opportunity to get great views of the city from surrounding high points. These views capture the heritage built form with the Fremantle Port in the background and further beyond an important line of site in Noongar tradition towards Wadjemup - Rottnest Island.

When walking around the city there are also important vistas through streets with glimpses to moving ships and cranes in the background.



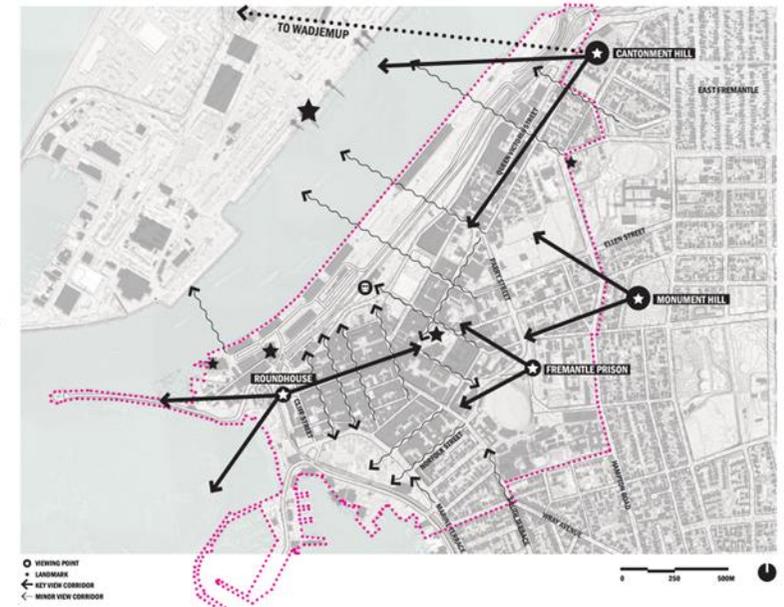
View from Roundhouse / Arthur Head



View from Monument Hill

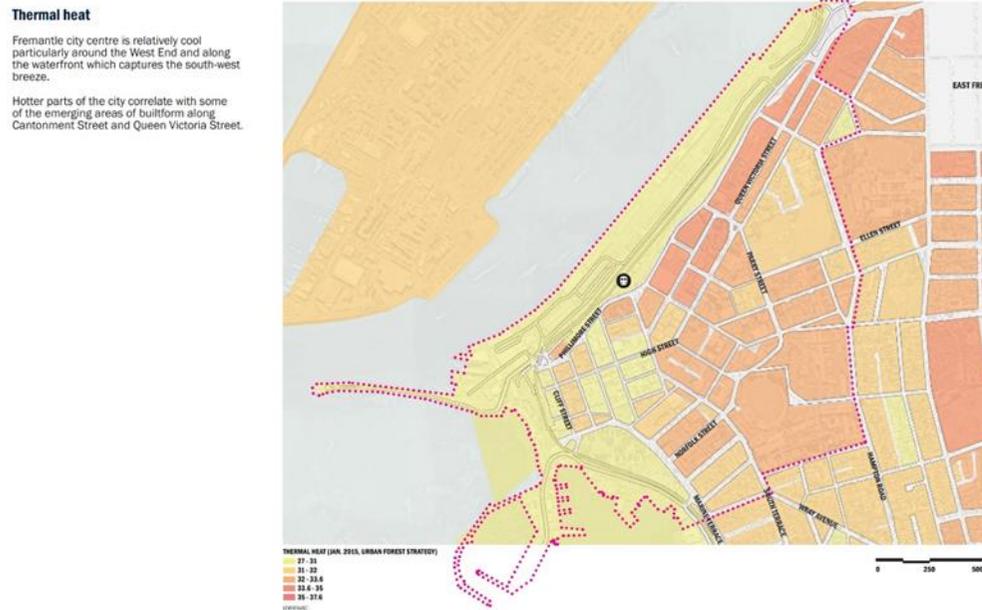


View from Cantonment Hill, 1899



Heat mapping carried out demonstrates the lack of tree canopy and other vegetation on private land in the greater City Centre area due to traditional built form, such as warehouses serving the port, that takes up the entire site.

Figure 22: Heat map (source: City Plan : City Centre Baseline Report)



A long-term goal is to reduce reliance on private vehicles as the primary mode of transport to and from Fremantle City Centre. As the City Centre population grows, we will gradually need to reduce the supply of on- and off-street parking, and aligning with our Integrated Transport Strategy, aim to gradually shift this car parking provision from the City Core to multi-storey facilities around the edges. A key example of this opportunity exists at the Esplanade, where surface parking could be replaced with

integrated parking in the future redevelopment of Marin Terrace (the Italian Club).

Additional initiatives include dedicated cycling routes along Parry Street, linking to the Perth–Fremantle PSP network, and exploring future mid-tier or bus priority transport options—potentially along the freight line (post-port) or along existing bus routes.

Figure 23: Access spatial strategy (source: City Plan: City Centre)



4 Local Government Profile

The City of Fremantle, comprising of 19 square kilometres, forms part of the central metropolitan Perth subregion within the Perth Metropolitan Area and includes the suburbs of Beaconsfield,

Fremantle, Hilton, North Fremantle, O'Connor, Samson, South Fremantle and White Gum Valley, as well as, significant river foreshore and coastline.

4.1 Demographics

Across eight suburbs and 19.0 km2 the City of Fremantle has a population of 31,930 people in 15,687 homes (2021 census ABS). A simplified snapshot is provided in Figure 8.

Figure 24: CoF demographic snapshot (Source Data: 2021 Census)



4.1.1 Demographic Profile

The City’s 2021 census demographic profile (unless otherwise stated) show that:

POPULATION: The City of Fremantle’s population grew 7,095 in 15 years between 2006 and 2021 from 24,835 to 31,930.

Table 21: Census population by suburb

Population Suburb	2016	2021	change
Samson	1,921	1,881	-40
Fremantle	8,211	9,251	+1,040
Beaconsfield	4,985	5,315	+330
Hilton & O'Connor	4,397	4,783	+386
South Fremantle	3,081	3,398	+317
North Fremantle	3,340	3,947	+607
White Gum Valley	2,960	3,358	+398

All suburbs increased in population from the 2016 census apart from Samson, which saw a slight decrease. Fremantle suburb has the largest population and largest population increase (Refer to Figure 9).

DWELLINGS: The City comprises of 15,687 dwellings which is an increase of 1,159 dwellings recorded in 2016.

AGE PROFILE: The median age in Fremantle (42) is higher than the state average and has increased since 2011 and stayed the same since 2016. Traditionally compared to the Greater Perth region and Western Australia, Fremantle has a higher proportion of older workers, retirees and seniors, and a smaller young

person population but a comparable 'young workforce' and middle-aged cohort.

Some suburbs [Fremantle, North Fremantle and South Fremantle] have fewer young children and 'parent with young children' age cohorts are underrepresented. Other suburbs [Beaconsfield, Hilton, Samson, O'Connor and White Gum Valley] are well represented in the 'parent and children' adult and child age cohorts (reflecting the larger size housing stock in these areas).

HOUSEHOLD SIZE: The average household size 2.2 is below the metropolitan average of 2.6, influenced in part by the higher than average proportion of lone person households (33.3%). Comparative to the greater Perth area (24.9%), every suburb has a higher number of lone/single households. In 2021, the suburb of Fremantle had the greatest number of single/lone households (40.6%), followed by O'Connor (39.7%), North Fremantle (33.8%), South Fremantle (33%), Hilton (29.1%), White Gum Valley (29.1%), Beaconsfield (27.4%) and Samson (25%).

HOME OWNERSHIP: A higher proportion of dwellings are rented (31.7%) than the state average (27.3%), though this is reducing (33.5% in 2016) whilst mortgaged households are increasing (32.6% 2021; 31.5% 2016). The cost of rental accommodation in Fremantle included a higher proportion of both very low cost, and high-cost dwellings, compared with the metropolitan average. There has also been a slight increase on private dwellings owned outright (from 31.2% in 2016 to 32.8% in 2021). Social housing has reduced 9.5% since 2001 to less than 10% of all dwellings (whilst still significantly exceeding the metropolitan average of 3.1%).

INDUSTRY: The three largest industries in the City of Fremantle are: Health Care and Social Assistance (5,94 people or 18.4%),

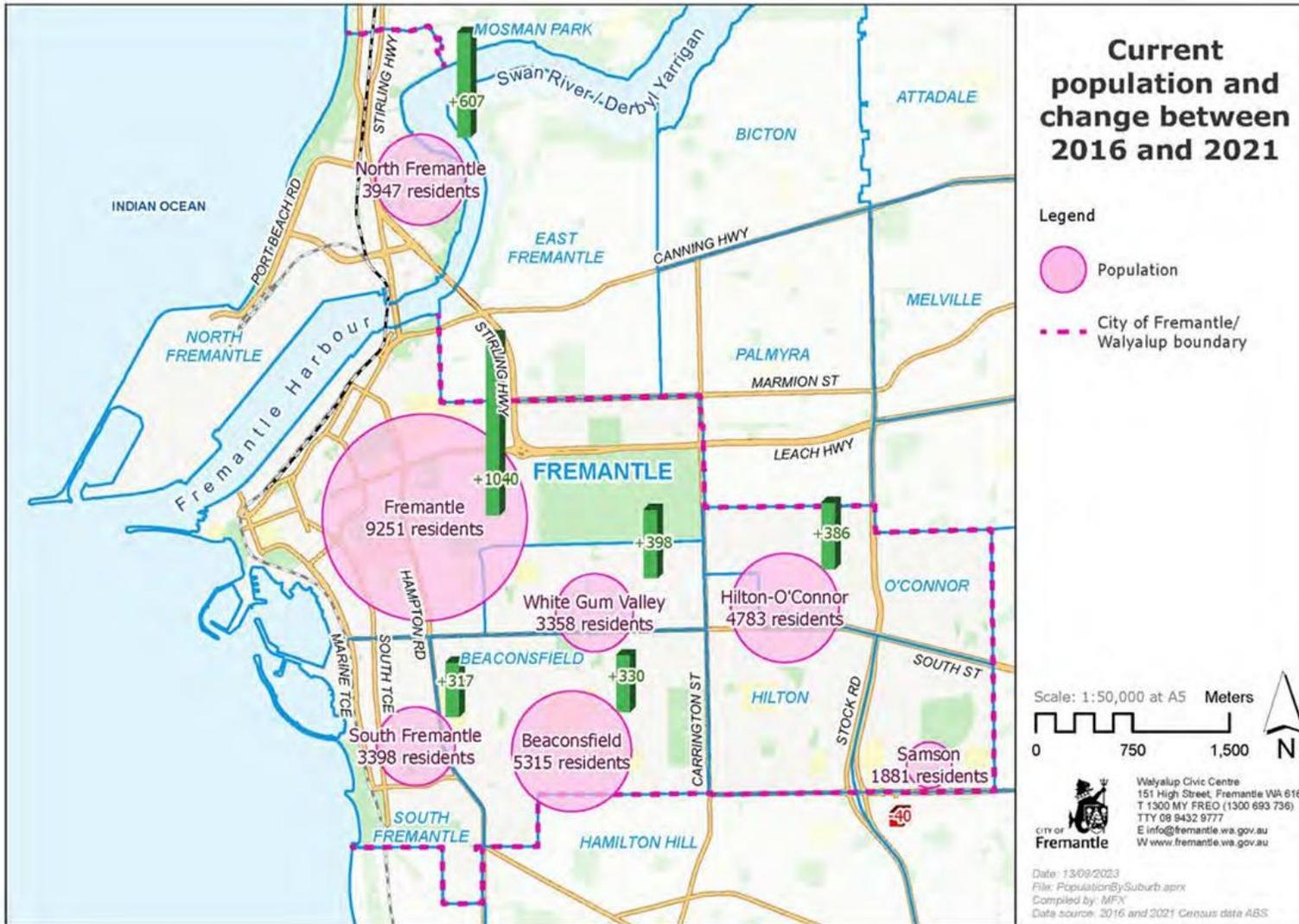
Transport, Postal and Warehousing (3,775 people or 11.7%) and Accommodation and Food Services (3,172 people or 9.8%)

COMPARISON: When compared to the greater Perth Area Fremantle has a:

- Higher proportion of renting households and a much smaller proportion own with a mortgage.
- Higher median weekly household rent (\$370). Only White Gum Valley, Hilton and O'Connor being lower, Beaconsfield being the same on \$350 and North Fremantle being the highest on \$480.
- Similar proportion of households in rent stress (rent payments are 30% or more of household income) Fremantle 29.6%, Greater Perth 29.9%.
- Five times higher homelessness rate per 10,000 persons.
- A much higher proportion of attached and medium to high density dwellings (39.9%) than the metropolitan average (22.1%), with a population density of 16.62 p/ha (more than double that of its region). Recent increases in dwelling numbers have largely been in medium to high density dwellings. Fremantle also has a higher percentage of 1 and 2 bedroom dwellings (36.4%) comparatively to greater Perth (16.2%) better catering to smaller household sizes.
- A higher-than-average proportion of persons holding a tertiary degree or similar (28.5%) than greater Perth (24%), and a varied income profile, illustrating the diversity of the population. Most Fremantle suburbs have a higher household income than Western Australia (\$1,815) as a whole (apart from Hilton and O'Connor). When compared to the greater Perth Metropolitan area (\$1,865) Fremantle has a slightly higher household income (\$1,887) with a lower

- median household income in Hilton, O'Connor and Beaconsfield. North Fremantle has a much higher household income (\$2,387) followed by South Fremantle (\$1,914). Overall, the trend appears to be towards gentrification.
- Ancestry in Fremantle was traditionally heavily influenced by the inter and post war migration which saw high proportions of Italians, Portuguese and Slavs settle in Fremantle. The majority of the current population however, identify as having British ancestry. The proportion of the population born overseas has been reducing and is now just under the state average.
 - The City's proportion of Aboriginal and Torres Strait Islander People is just under (1.7%) the Greater Perth area (2%).
 - The majority of the population speak only English language (81%) with 16.9% indicating also speak a non-English language as well.
 - Overall there has been a reduction in the proportion of people from a non-English speaking background.
 - In line with national and metropolitan trends, those identifying as non-religious has increased significantly between 2001 and 2016 from 23.9% of the population to 43% and now 54% in 2021. The proportion of non-Christian religions is 1.6%.
 - The percentage of community members needing assistance with core activities is above the metropolitan average at 5% reflective, in part, of the older population (the need being significantly the highest in the over 65 years old cohorts). Provision of unpaid (non- child) care and volunteering rates in Fremantle also exceed the metropolitan average.
- The resident labour force is roughly equivalent to the metropolitan average and has increased over time. The unemployment rate has decreased from 7.3% in 2016 to 4.8% in 2021.
 - Fremantle residents have slightly more part-time employment (35.8%), slightly less full time (53.7%) when compared to Greater Perth, the state and Australia. 18.2% of the Fremantle workforce live & work within Fremantle. The most common occupations of residents in the City of Fremantle include Professionals 37.5%, Managers 15%, which are much more than Greater Perth on 23.7%, and 11.9% respectively. In combination with Community and Personal Service Workers 11.5% these three occupations accounted for 10,601 people in total or 64.0% of the resident workers (All industries).
 - A relatively high proportion of the Fremantle workforce use public transport or active transport to travel to work, but the proportion still remains far lower than those driving to work (53.3% Car, as driver). Average number of motor vehicles per dwelling (1.7) is lower than the metropolitan average (1.9) but has increased slightly since 2016 (1.6).
- Overall, the demographic profile illustrates Fremantle as a revitalising inner metropolitan local government area, retaining a diverse population reflective of its roots and housing stock. The place is incrementally gentrifying as state population growth drives demand for well serviced housing, redevelopment occurs, and land values increase. Population increase can be largely attributed to new development occurring, and the regeneration of suburbs as their original populations age and move on and larger new households replace them. Population by suburb is shown below in Figure 9.

Figure 25: Population by suburb and change (Source: 2016 & 2021 census)



4.1.2 Population Forecast

Perth and Peel @ 3.5million estimates some 800,000 new homes are required to accommodate Perth and Peel's projected population growth of 3.5 million by 2050 (or 'beyond'). The documents prescribe a 47% infill target, which equates to 380,000 dwellings. Approximately 213,130 of these new infill dwellings are expected to be delivered in Perth's Central Sub-Region, with the City of Fremantle allocated a target of 7,030 dwellings. This equates to a population increase of between 10,545 - 15,470 people by 2050 (assumed 2011 baseline).

As a largely developed urban area, additional population growth in the future is primarily expected to be driven by infill development on key development sites. This is influenced by both zoning, infrastructure capacity and, critically, market demand, with population growth in the City closely reflecting state-wide (mostly economically driven) trends.

As this document is planning for a 10–15 year term the forecast projections used reflect this timeframe and project the population and dwelling data to 2036.

The forecasting used in the strategy is provided by two different datasets: WA tomorrow and forecast id.

WA tomorrow is state government's population forecasts to 2031 based on Western Australia's fertility, mortality and migration trends. The forecasts are provided down to the local government level. WA Tomorrow is undertaken every five years and was last published in 2019.

Forecast id population and dwelling forecast data is underpinned by the assumption that additional dwellings to an area's housing stock is a major driver of population growth. The forecasts are calculated and provided at the suburb level. The data is based on

the 2021 census data. Forecasts are provided for each census year to 2046 and updated annually.

To develop the forecast, id's forecasters worked with the City to understand likely development activity in each suburb over the next 20+ years. Sites available for development were identified and the likely housing mix (e.g. a mix of densities in new housing estates, similar or smaller infill housing in existing neighbourhoods, apartment development in the inner city) and yield (with a 85% take up constraint), and anticipated timing of development (5, 10, 15yrs etc) was applied. These considerations form the development assumptions. Additional forecast id assumptions are:

Net migration, who will move into the area as well as who is leaving the area, by age. In brief, the most mobile age groups in the population are young adults as they tend to move nearer educational institutions, seek work and express a change in lifestyle. Empty nesters are more likely to move to smaller accommodation when appropriate and coastal areas. Families with young children move to larger housing stock, near schools and other networks in suburban locations. Knowing the current and potential housing supply and age of the population, net migration can be calculated for each suburb.

Births in the City are derived by multiplying age specific fertility rates of women aged 15-49 by the female population in these age groups for all years during the forecast period.

Death rates are based on historical estimates for the City, which have been extrapolated into the future, assuming an increase in expectation of life in all age groups (except 85 years and over)

Household size is projected to decrease gradually from 2.14 in 2021 to 1.92 in 2046.

Comparatively to WA tomorrow's general trends and projections by local government area, Forecast id is more locally specific as it considers the potential development and timings of individual lots, local trends and presents the information by suburb. WA tomorrow provides no differentiation between suburbs, which have different housing and population growth. Forecast id is also more up to date. WA Tomorrow trends have not been updated since 2019 and the data has not been calibrated to the 2021 census. forecast id is based on the most recent census data (2021) and updated annually with as approved / built and potential development activity.

Forecast id Population forecasts estimate that the City's population over the general life of this strategy (2021- 2036) would increase by over 4,632 people on 2021 census figures up to a population of 35,101 in 2031 and 36,562 by 2036.

WA Tomorrow provides five bands A (low growth scenario) to E (high growth scenario) of potential growth. According to the low to medium growth scenarios, WA tomorrow estimates a population projection of between 31,310 and 36,260 for the City of Fremantle by 2031. This has been extrapolated to 34,730 (band c) by 2036 (refer to table 11).

It is anticipated, the projected increase in the City's population will occur across all suburbs at differing rates as large development sites come online for development as demonstrated in Table 13 and below in 4.2.1 Housing.

The suburb that will see the most marked increase will be Fremantle with development areas in the City Centre, Knutsford and Swanbourne Street areas. This is followed by potential development opportunities in McCabe Street and Leighton Beach, North Fremantle (Fremantle Port land not accounted for), followed by the heart of Beaconsfield development opportunities.

Hilton, White Gum Valley and Samson will see smaller population increases.

Development uptake in the past ten years has been impacted by the broader economic context. Initially this was the fallout of the GFC, and then ongoing macroeconomic factors and high construction costs limiting the capacity of the market to absorb faster release. These, and other local and specific, constraints will likely carry on into the future.

Nonetheless, analysis of the City's building data and the 2021 census population of 31,930 suggest the City's population will exceed the WA Tomorrow medium growth forecasts and is on track to meet a medium/high growth scenario and forecast id projections.

The driver behind population increase in Fremantle is likely to be availability of new dwellings which, in turn, is likely to be dictated by zoning provision and commercial feasibility. This strategy is to ensure the City has an adequate and suitably located zoning provision to accommodate infill targets, and development standards responsive to need and strategic objectives.

Table 22: Wa Tomorrow Forecast Population Projections 2016 - 2036

Year	A-Low	B- Low- Med	C-Med	D – Med/High	E – High	Census
2016	30,680					28,893
2021	29,070	30,370	30,860	31,430	32,640	31,930
2026	30,140	31,800	32,310	32,940	34,840	
2031	31,310	33,110	33,720	34,490	36,260	
2036			34,730*			
2016 census – 2036 change			5,837			
2021 census – 2036 change			2,800			

**Forecast extended by extrapolating growth trend*

Table 13 includes a population breakdown by suburb. Note that the population numbers are derived from the Estimated Resident Population from the Australian Bureau of Statistics. These differ from (and are usually higher than) Census counts as they factor in population missed by the Census and population overseas on Census night. They are generally considered a more accurate measure of population size than Census counts.

Table 23: Forecast id population growth by suburb

Area	2011	2016	2021	2026	2031	2036	Total Change	Avg Annual % Change
City of Fremantle	28,651	31,284	35,298	38,377	40,866	42,839	+14,188	+1.62
Beaconsfield	4,993	5,510	5,842	6,301	6,833	7,151	+2,158	+1.45
Fremantle	8,298	9,117	11,094	13,016	14,658	16,210	+7,912	+2.71
Hilton – O'Connor	4,182	4,474	4,597	4,642	4,689	4,714	+532	+0.48
North Fremantle	2,949	3,450	4,626	5,133	5,172	5,227	+2,278	+2.32
Samson	2,046	2,007	2,100	2,089	2,093	2,094	+48	+0.09
South Fremantle	3,222	3,498	3,596	3,758	3,991	4,026	+804	+0.90

4.1.3 Dwelling Yield Analysis

Table 14 correlates the City's current housing stock numbers with the forecasted dwelling numbers that are anticipated through the redevelopment of large development sites, infill subdivision and city centre revitalisation (refer to 4.2.1) and as calculated by forecast id.

Table 24: Forecasted dwelling numbers

Source	Year	Dwelling #	Avg/Yr	Dwelling Target
Census	2011	13,460		
	2016	14,528	214	1,068
	2021	15,687	232	2,227
Forecast id	2026	16,451	153	2,991
	2031	17,863	282	4,403
	2036	19,056	239	5,596
	2041	20,299	249	6,839
	2046	21,656	271	8,196

As discussed in 4.1.2, forecast id forecasting is based on dwelling yield. Id forecast is based on consideration of the development potential of individual sites in a suburb under the current zoning, density coding and planning provisions. Only those sites appropriately zoned, including development areas with the requirement for a structure plan, were considered. The dwelling forecasts considered the following for each site:

- A calculation of possible dwelling yield with the development constraints of the site considered, for example planning provisions, physical impediments, existing building on site, heritage, location, fragmented or multiple ownership, infrastructure & servicing availability.
- A reduction in take-up of the full development potential to a factor of 85% to allow for unanticipated constraints and market conditions.
- An estimate of potential timing of development on each site i.e. in the next five, 10, 15+ years, based on current market conditions and discussions with landowners and forecast over the years to 2046.

Perth and Peel @ 3.5million specifies a target of 7,030 dwellings for the City of Fremantle by 2050. This equates to 180 dwellings per year on 2011 dwelling numbers and provides a dwelling target of 2,700 dwellings from 2021 to 2036 for this strategy.

Forecast id anticipates, through the assumptions provided above, an additional 3,369 dwellings will be provided in the City of Fremantle from 2021 by 2036.

If the dwelling forecast growth / trend (as discussed above and provided in table 14) continues the City will meet the Perth and Peel @ 3.5million dwelling targets by 2042.

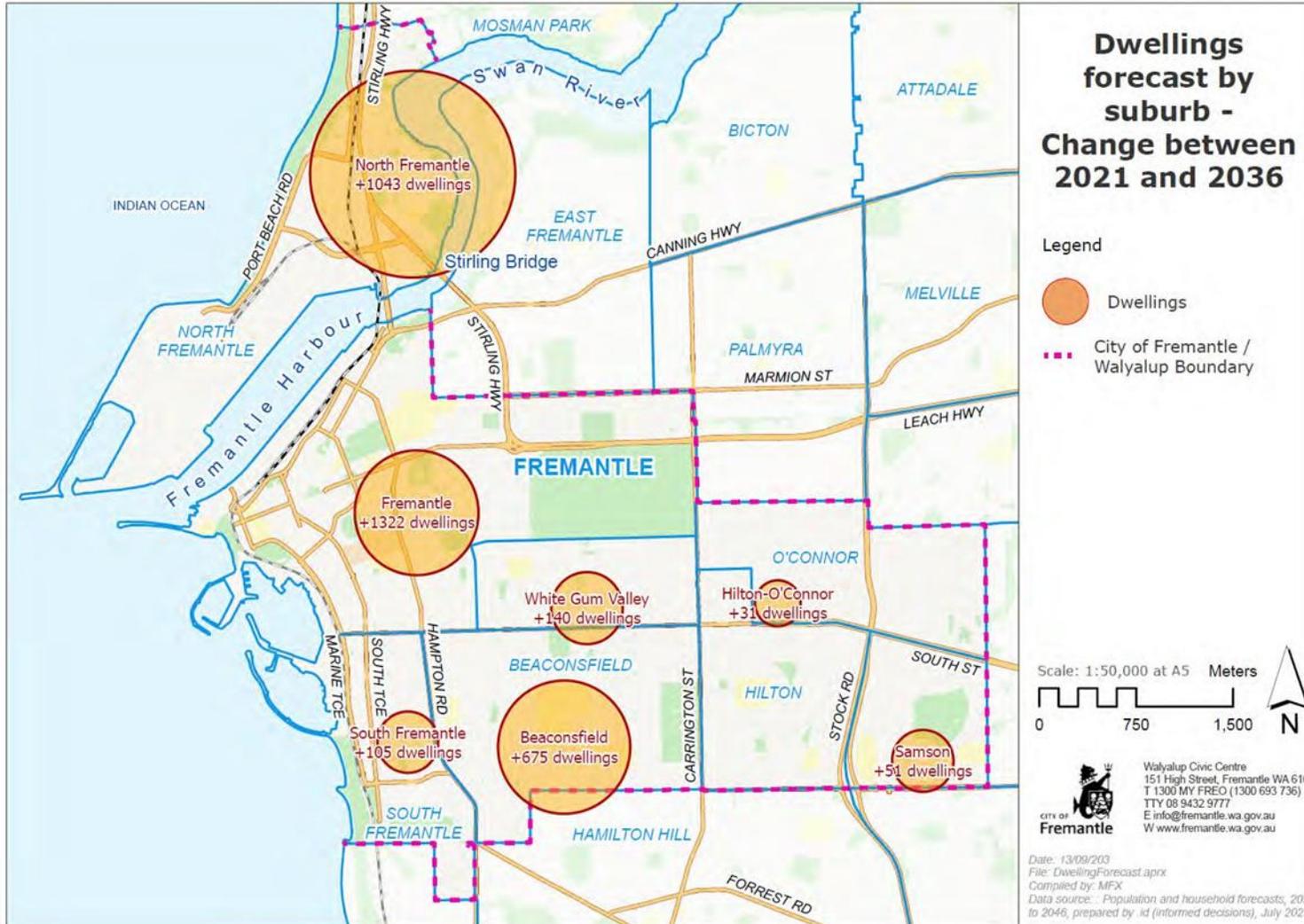
Areas that have the potential for the most development are the suburbs of Fremantle (potentially 1,322 additional dwellings), North

Fremantle (potentially 1,043 additional dwellings with the currently industrial and Fremantle Port land not accounted for) and Beaconsfield (potentially 675 additional dwellings). Notable areas of potential are the City Centre area and the Knutsford and Swanbourne Street development areas in Fremantle, the McCabe Street development area in North Fremantle, and the Heart of Beaconsfield master planning area accommodating several significant redevelopment sites in Beaconsfield. Refer to 4.2.1 Housing below for

discussion on the provision of housing and Table 12 for dwelling forecast numbers by suburb.

The Future of Fremantle work has not been considered as part of these forecasts.

Figure 26: Population and household forecasts 2021 - 2036 (Source: Forecast id)



4.1.4 Demographic Analysis

Fremantle's demographic profile is diverse: A comparatively older population with family age groups also; a range of low and high incomes; relatively average small household sizes (brought down by a high proportion of single person households); and a mix of housing affordability. Consequently, the needs of existing and future populations are similarly varied. Fortunately, Fremantle remains well placed to support a diverse population accommodating a range of employment, housing, health and social services and amenities.

Fremantle's housing stock is more varied than other areas of the metropolitan area. Diversity in housing type and density remain a key objective of the City of Fremantle Council and the City will continue to support different needs, life stages and lifestyle values, through adequate and appropriate zoning and planning scheme provisions. It is hoped that housing diversity will also accommodate different price points and maintain a degree of affordability. Incentives for inclusion of affordable housing are included in some areas, however there are limitations on the extent to which affordable housing can be influenced through the planning process.

Into the future, additional population will be accommodated on development sites and in nodes near transport and services, with a small increase also provided through general infill. These areas cater for both apartments, grouped dwellings and some single house development. Forecasting dwelling numbers and population against known development sites show that the City will provide for an increased population in the next 10-15 years and is tracking to meet the Perth and Peel @ 3.5 million population/dwelling targets to 2050.

As the population increases, there may be an increased demand for community facilities including schools and recreation facilities. The developed nature of Fremantle limits the capacity to accommodate new facilities and therefore rationalised and efficient use of what is available, and care in planning new development sites is required.

The reducing proportion of people from a non-English speaking background may justify further consideration of the heritage significance of their contribution to Fremantle, and its reflection in its built form.

Planning Responses:

- Maintain a range of density coding and housing types to support the community's diverse housing needs.
- Maintain density infill opportunities in unconstrained, well serviced locations (i.e. those with access to local shops and public transport). A review of feasibility constraints could assist in understanding the potential for further / faster uptake of development opportunities.
- Continue to support and promote innovative, accessible and affordable housing options, including existing incentives. Further incentives may be appropriate in some areas.
- Continue to protect Fremantle's heritage (including recognition of its migrant heritage).
- Plan and advocate for further improvements to the public transport network to support increased use of active transport and access to jobs and services.
- Continue to promote shared use and improvement of facilities, and actively participate in discussions with key service providers regarding continued

maintenance of key health, education, recreation and community services, and planning necessary to sustain a growing population.

- Undertake a housing strategy to identify gaps and future needs and investigate incentivising needs into the planning framework.

Refer to *Perth and Peel @ 3.5 Million (2018)* and *Central Sub-regional planning framework (2018)* above for future housing response.

4.2 Community, Urban Growth and Settlement

The City of Fremantle sits at the mouth of the Swan River / Derbal Yerrigan and coast within the Aboriginal cultural region of Beelair. Its Nyoongar name is Walyalup (the place of walyo). Local people are called Whadjuk. The City of Fremantle acknowledges the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area.

The Whadjuk people have a long and rich history in the Walyalup area. The area is a place of ceremonies, significant cultural practices and trading. Accordingly, the area contains several significant sites and features in the Whadjuk people's traditional stories. The mouth of the Derbal Yerrigan is the place where the Wagyl fought the Crocodile spirit and used the crocodile's tail to separate the fresh water from salt water. There is also a strong connection to Rottnest Island (Wadjemup or place across the sea). The Whadjuk tell the story of how the land once extended to Wadjemup but now the sea inundates this land.

European settlement to the area commenced in 1829 when the port was established for the Swan River Colony and Fremantle became a centre of trade. Located on a limestone

headland and escarpment, the Fremantle township established soon after and the city thrived, developing into a diverse and vibrant regional centre. The main industries at this time were shipping, fishing and farming. Gradual growth took place during the mid 1800s with more rapid growth during the 1890s and early 1900s, spurred by the opening of the railway line from Perth (1881), the establishment of the Inner Harbour (1897), and the gold rush. Land was resumed along the river and coast for town, port, quay and reserve (e.g. Esplanade Reserve) areas.

The City's population continued to grow and Fremantle became a city in its own right in 1929. Significant development occurred from the 1950s into the early 1970s, particularly in the southern and eastern suburbs.

The introduction of containerisation to port operations during the 1970s, resulted in many changes to the manufacturing, commerce, retail and residential elements of the city. Fremantle struggled to adapt to the reduced association with the port and the population declined during the late 1970s and early 1980s.

Figure 27: 1865 Map of Fremantle

The City emerged in 1987 as the host city for the America's Cup sailing challenge. The population has since increased gradually to 31,930 people in 2021.

The City of Fremantle area is now predominantly residential in land use, with substantial maritime, industrial and port areas, and commercial, educational and tourism land uses. The Fremantle Port has, and continues to, define Fremantle as a place. The University of Notre Dame and Challenger TAFE are located in the Fremantle city centre. The wider Fremantle area boasts a hospital, museums, arts centre, river and coastal beaches and various sporting grounds.

Both state and local objectives promote diverse, affordable, accessible, and safe communities. The role of this strategy is to establish how population changes, housing needs and support services consistent with these goals can be accommodated into the future.

4.2.1 Housing

Generally, the City's housing stock is diverse reflecting its heritage roots, and eras of revitalisation and suburban development. From heritage cottages, terrace and post-war housing to contemporary apartment complexes and infill development, the City offers a much higher proportion of attached & medium-high density dwellings (39.9%) compared to the metropolitan average (22.1%).

Fremantle also provides housing diversity in the size of its housing and has a higher percentage of one and two bedroom dwellings (36.4%) comparatively to greater Perth (16.2%) better catering to smaller household sizes.

As discussed in dwelling yield analysis above, the City is on track to meet its WA Tomorrow and forecast ID dwelling numbers to 2036, and Perth and Peel @ 3.5 Million dwelling targets 7,030 dwellings by 2050.

Dwelling Forecasting shows additional dwellings to accommodate population growth and targets can be accommodated under the existing planning framework. The areas that will accommodate increased growth within the suburbs are specifically:

- **High density inner-city development:** Provisions for high density and additional heights, as well as a mix of uses, is provided for within the City Centre and Northern Gateway /East End precinct. Additional detailed planning for an increase in

population will be pursued through the City plan planning area action. The inner City areas are part of the Fremantle suburb. The dwelling forecast for this portion of the Fremantle suburb is 576 additional dwellings by 2036, or 44% of the suburb yield.

- **Development Areas:** Brownfield redevelopment sites by suburb: Fremantle: Burt, Knutsford and Swanbourne Street.
North Fremantle: McCabe Street.
Beaconsfield: Davis Park, former TAFE site and Lefroy Road Quarry. Housing diversity is a feature of structure planning in these areas.
- **Non-city centre activity centres, mixed use corridors and nodes:** Various areas zoned for additional development appropriately located in proximity to amenities and transport.

Includes Neighbourhood and Local Centres. These zones can accommodate R60 development or higher under a bonus clause in the City's scheme.

Transit corridor nodes along South Street are appropriately zoned with provisions for increased height and higher density development.
- **General infill:** Small scale infill development in existing suburbs including split-density codings in Hilton, White Gum Valley, and Beaconsfield. New dwellings in these areas tend to be larger 'family sized' dwellings in contrast to the smaller apartments and units being achieved in inner areas. A diversity of housing, including smaller housing types to accommodate household structure is encouraged.

The Freo Alternative (small infill development – Special control area 5.7) provides an alternative approach to suburban infill and promotes smaller more context responsive housing in trial areas.

Large key development / infill sites, the South Street transit corridor nodes and the city centre and surrounds are illustrated on Figure 12 below. While the map also includes the Freo Alternative infill precincts, additional yield within these areas is likely to be low due in part to the limited number of undeveloped eligible lots.

In addition to the areas on the map, it is noted that residential redevelopment may become feasible in the future on the land north of the Fremantle Port, Victoria Quay (and potentially even on North Quay in the event of relocation of the port,) and within Fremantle Oval in the future. These areas however are purely conceptual, and subject to much more planning before any decisions can be made as to their suitability and the desirability of this from a broader planning perspective.

Therefore, for the purposes of the strategy these areas are merely flagged as possibilities.

Omissions from the map include:

- medium and smaller subdivision and development opportunity,
- General infill development,
- Sites with a non-conforming density,
- R60 mixed use development potential in Mixed use, local and neighbourhood centres.

Other omissions are the potential residential redevelopment areas of the Fremantle Port land (Victoria Quay and North Quay in the event of relocation of the port), the industrial land

north of Fremantle Port (Bracks Street, North Fremantle) and Fremantle Oval. These areas are included as planning areas in the strategy and require further detailed planning and / or advocacy with state government to achieve future development of the sites.

Primary constraints to development in recent years have been larger economic factors. Development in the next 15 years will (as it has in the past) likely be impacted by the same broader economic context as well as environmental constraints as they become increasingly apparent.

On a local site-specific level, contamination is a constraint for several sites. Service restrictions (particularly absence or inadequacy of sewer or water provision) is an additional (cost

Further opportunities for low impact locally considered infill development may exist within suburbs. These opportunities can be explored through community-lead neighbourhood planning and visioning processes as and when resources are available. Work on these opportunities will include review of Freo Alternative, response to R-Codes Volume 1 (Medium Density), potential provision to support redevelopment of significantly) non- conforming density sites to maintain housing diversity and future precinct planning.

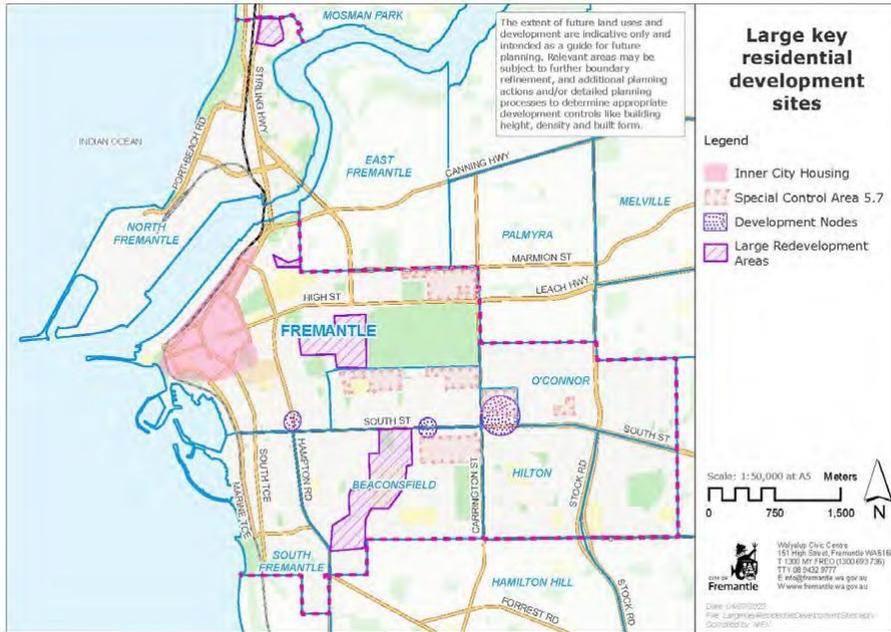
These infill opportunities and the four housing opportunities above will continue to concentrate on a mix of densities, accommodating different housing typologies across the City. Opportunity to incentivise adaptable, accessible and affordable housing will also be looked at.

and infrastructure) constraint for development in South Fremantle (around Strang Street), Knutsford Street / Swanbourne Street and for denser development in central Fremantle.

Overall, the City anticipates in the next 15-20 years:

- There will be periods of increased growth (more dwellings) and times of lighter development (less dwellings built/annum).
- Land is currently adequately zoned and will provide for the growth anticipated in this strategy and State Planning Strategy i.e. Perth and Peel @ 3.5million.
- Additional large-site planning will be undertaken for specific redevelopment areas i.e. structure planning

Figure 28: Key development sites



4.2.2 Built form and character

As an established urban area with significant heritage values apparent in most of the City’s suburbs, and a strategic focus on design quality, built form and character are critical planning considerations in Fremantle. This character was outlined in a brief Local Planning Area analysis included in the previous Local Planning Strategy. This analysis has been updated and included in Appendix 7. The City’s planning areas under LPS 4 are shown on Figure 13 below. Note the local planning areas under the LPS 4 are different to the planning areas identified in this strategy.

Figure 29: LPS4 Planning Areas



Whilst Fremantle’s building stock is diverse, and its character sometimes eclectic, there are critical consistent elements which contribute to its significance and sense of place. Retaining these whilst still accommodating change, and the population increases discussed above, requires a nuanced approach. Some review of development standards may be appropriate to remove unnecessary or confusing duplication and/or conflict with state standards as these develop (e.g. Design WA initiatives) however maintenance of area-based policy supplements to the R-Codes will remain necessary to facilitate good, context- appropriate built form outcomes in Fremantle into the future.

Continued focus on a fine grain walkable urban structure and design quality which optimises use, functionality and amenity of space and place, and supports more sustainable built form represent ongoing objectives aligned to both state and local policy. Periodic review and update to these is necessary to ensure they remain effective and fit for purpose, particularly in the context of an evolving state government policy framework, changing retail trends, regional traffic growth and changing lifestyle and transport preferences.

4.2.3 Cultural heritage

4.2.3.1 *Aboriginal History*

Walyalup has several significant sites and features in many traditional stories. It is a place that has strong social, spiritual, cultural and historic significance including an important crossing point of the Derbarl Yerrigan [Swan River], a meeting place, a trading place, a ceremonial place and a spiritual place.

Recognition of Fremantle’s Aboriginal history is vitally important as it contributes to:

- the community’s sense of place and belonging
- the quality and healing of relationships among local Aboriginal people, including local people, and broader communities
- a vibrant, robust and sustainable community.

Places of Aboriginal heritage categorised as ‘Registered Sites’ have the highest level of protection under the Aboriginal Heritage Act 1972. Four ‘registered sites’ fall within the City of Fremantle.

A further 10 places in the City of Fremantle are considered ‘Other Heritage Significance’ under the Act including

DAA18332 Clontarf Hill. These sites are important cultural and historical sites that must be managed accordingly. Refer to Figure 14 for registered and other heritage significance indigenous sites.

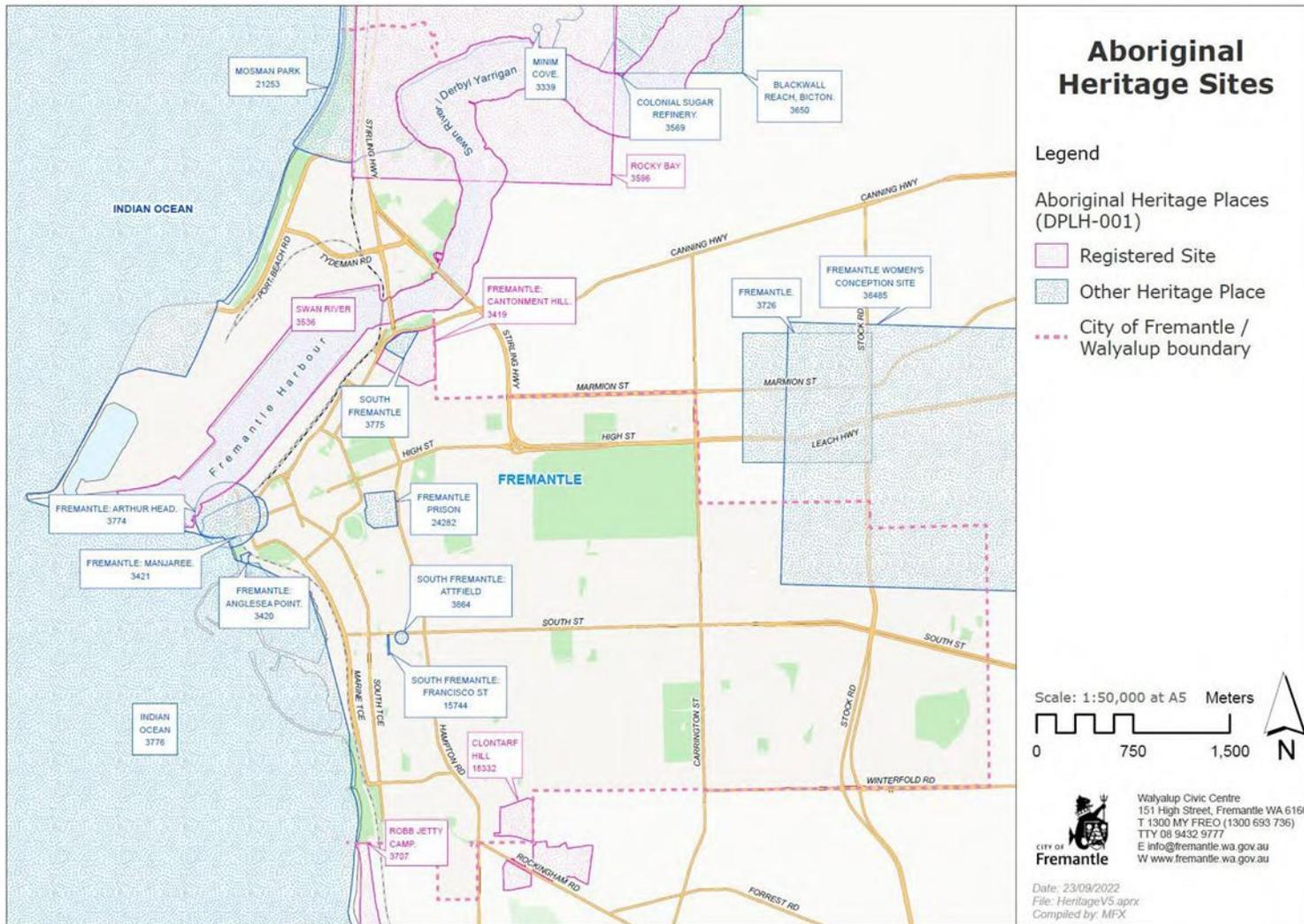
Protection and appropriate care and management of these areas is important to these places and will be consistent with approved management plans which have been subject to consultation with traditional owners.

Some Aboriginal heritage places are also contained on the City’s Heritage List.

Table 25: Registered Aboriginal Sites

Site	Site Type	Status	Access	Notes
DAA3419 – Cantonment Hill	Ceremonial, Mythological, Camp, Named Place, Plant resources	Permanent	Open	Cantonment Hill
DAA3536 – Swan River	Mythological, Named place	Permanent	Open	Located in all reserves except Cantonment Hill and Arthurs Head
DAA3596 – Rocky Bay	Mythological	Permanent	Closed – Location not available	Swan River
DAA3707 – Robb Jetty Camp (very small portion)	Camp	Permanent	Very small portion in the CoF is accessible - open	The boundary of this site comes into the City of Fremantle boundary

Figure 30: Aboriginal heritage sites within City of Fremantle (source: State of Western Australia AHIS)



4.2.3.2 Built Heritage

In addition to Aboriginal heritage sites, the City has a rich fabric of more recent heritage sites including:

- The UNESCO World Heritage listed Fremantle Prison
- Around 280 places included on the State Register of Heritage Places (including the whole of the West End)
- Around 2500 places of local cultural heritage significance included on the local Heritage List and
- 18 heritage areas.

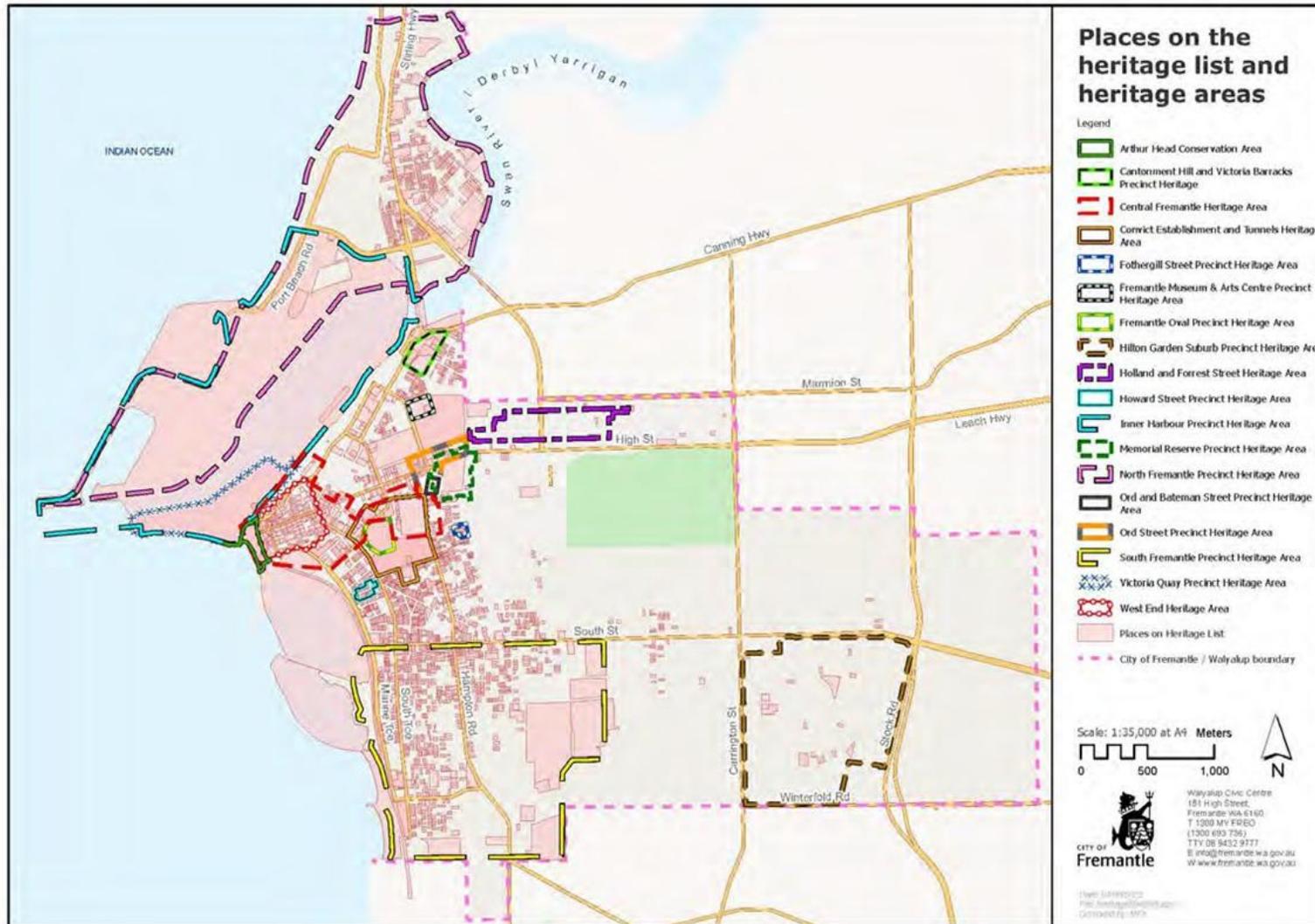
The City's quality and breadth of built heritage places and depth of traditional streetscapes are regarded as a significant asset and an integral part of not just Fremantle's, but Western Australia's sense of place. This sets it apart from many other localities in Perth. As such, the City's heritage attributes are regarded as an attraction and opportunity to develop and evolve with contemporary history, while not forgetting the past.

The City's approach to conservation includes adaptive reuse and the ongoing utility, interpretation and value of place. The City of Fremantle uses The Burra Charter – the Australia ICOMOS Charter for Places of Cultural Significance as the key document guiding the management of heritage places. Local Planning Policy and Scheme provisions, based on the Burra Charter, Heritage Act 2018, State Planning Policy and best practice help to implement the City's approach.

The City will continue to maintain strong provisions in the scheme and a policy framework to protect heritage places, areas and streetscapes.

The City will continue to maintain and regularly update Conservation Plans for City-managed buildings and maintain and review streetscape policy requirements which recognises historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.

Figure 31: Built heritage: Heritage listed places and areas



4.2.4 Activity centres

Fremantle is traditionally well serviced by an established network of activity centres including:

- Fremantle City Centre: a strategic metropolitan centre
- North Fremantle (designated as a District Centre but operating more akin to a neighbourhood centre)
- Mixed Use corridors along sections of South Terrace, Hampton Road, Queen Victoria Street and Stirling Highway
- Northbank and South Street Commercial area
- 9 Neighbourhood Centres
- 13 Local Centres and several additional corner store sites

These areas are well located to provide a walkable network to support the surrounding residential catchments' retail and service needs.

Maintenance of this network is desirable from a sustainability and amenity perspective and to plan public transport and reduce dependence of vehicle travel to access goods and services.

In the Strategy the following planning areas have been identified as areas that require further detailed planning:

- Fremantle City Centre
- North Fremantle District Centre
- North Fremantle Urban Precinct
- Neighbourhood, Mixed Use & Local Centre
- Urban Corridors

The City's Retail needs Assessment (RNA) 2023 recognises that Fremantle plays an important role in supporting access to goods, services and employment for the metropolitan area; it

is a major tourist destination attracting visitors to the State and is home to a high concentration of heritage and cultural assets that have State and National significance.

While Fremantle's retailing offering is unique, providing a diversity of boutique and local retail options, the national and international downturn of the main street has affected the City's retail landscape. To buffer the effects of the downturn, Fremantle has further evolved into food and beverage, and entertainment centre uses that serve both daytime and nighttime economies. The RNA notes, however, that this does not fully address retail gaps and additional retail is needed including an additional supermarket and minor majors in the City Centre.

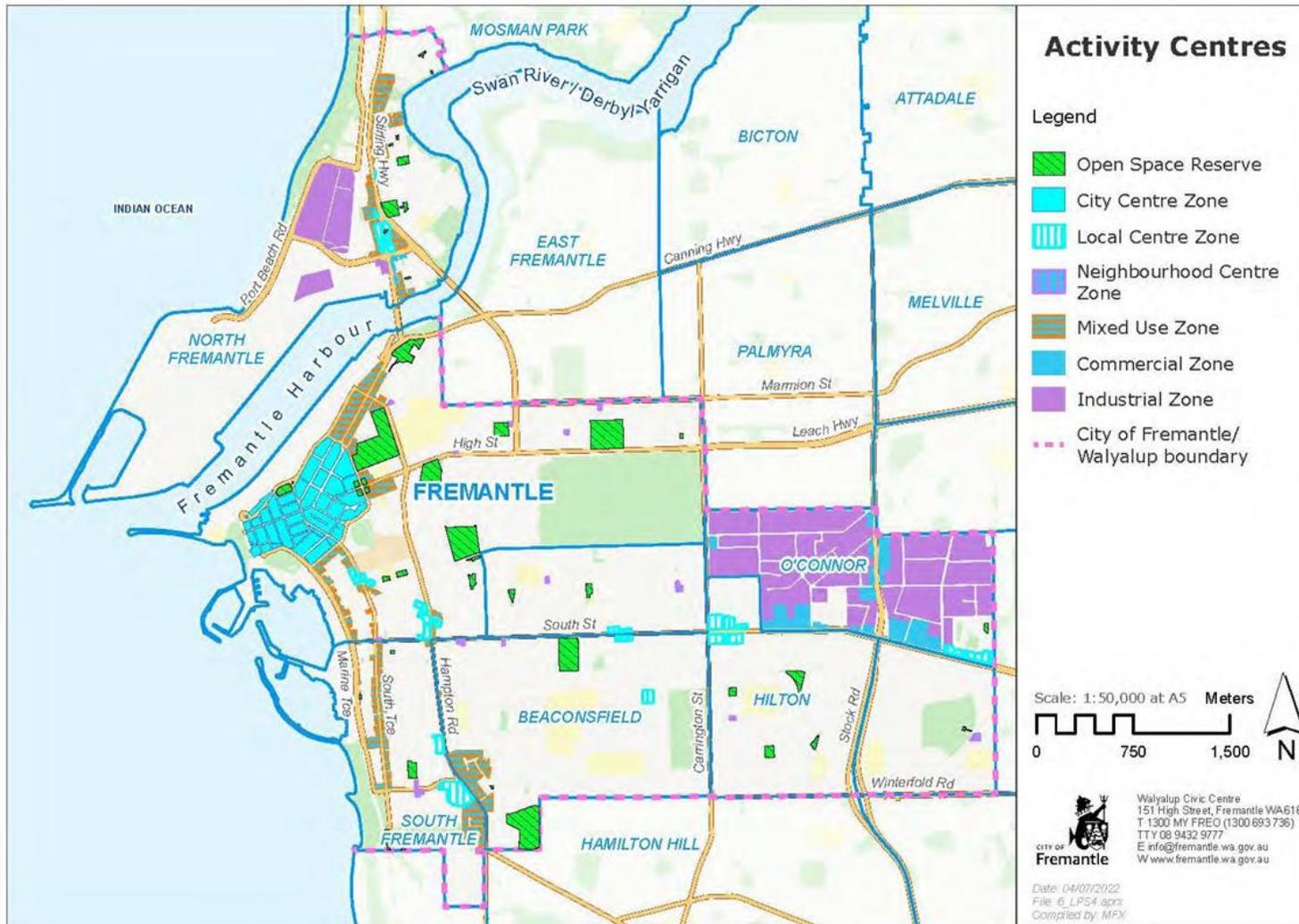
Table 26: Retail floor space gaps (source: Pracys 2023)

Centre	Floorspace gap (sqm)	Considerations
City Centre	2,500 Supermarket	The approved woolstore development has been accounted for and a 50% scaling applied to the remaining gap.
City Centre	12,000 Dept store / Mini Major (x6)	To provide a conservative target for the current gap a 50% scaling has been applied to the identified gap.
North Fremantle/ Harvest Road	2,000 Supermarket / discount Dept store	As per gap analysis finding.
South Tce & Wray Ave combined	1,500 Small supermarket	South Tce has limited development potential and surrounding residents have relatively good access to the South Fremantle centre.

To adapt and provide opportunity to fill the gaps, the City intends to maintain land use flexibility within centres, with ground floor of the core city centre dedicated to commercial uses and increased opportunity for residential density on upper floors, to the periphery and off the main streets. Further residential development will bolster the retail and service centre catchment. Feasibility impediments to higher density and other residential development including Building Code restrictions to adaptive reuse will need to be monitored.

The evolution of retail, as well as the City's changing population dynamics, provide an opportunity to improve centre function and layout, and accommodate potential future growth. All these factors, including addressing the retail gaps, can be focused on through further detailed planning in the planning areas.

Figure 32: City of Fremantle Activity Centres



4.2.5 Public open space and community facilities

The City has 192 hectares of Public Open Space with 96 community facilities including:

- 2 golf courses (62 hectares)
- 40 hectares of nature space
- 25 'local' parks (less than 1ha)
- 20 'small' parks (less than 4000m²)
- 30 'pocket' parks (less than 1000m²)
- 51 recreation spaces and 11 'mixed' open space reserves including:
 - 9 pavilions
 - 6 sporting reserves
 - 44 playgrounds
 - 8 community buildings
 - 2 libraries (including a toy library)
 - 2 senior centres
 - 4 skate parks
 - 2 leisure centres (one including aquatic facilities).

A comprehensive review of the community facilities has recently been undertaken. This process concluded that generally, the City is well supplied with community sport and recreation facilities, and these facilities provide good accessibility to the community. Some upgrades and rationalisation is being worked through by the City including more flexible adaptable design in future upgrades to allow optimal adaptive and efficient use of these amenities. Further work on open space hierarchy and guidelines for each hierarchy on the appropriate amenities and level of service are additional projects.

Figure 33: Public open space and community facilities
(source: Greening Fremantle Strategy 2020)



The City's Public Open Space Strategy has identified that POS provision is predominantly through Small, Local and Neighbourhood POS areas; and there is limited District and Regional POS, in particular for the provision of Sport Spaces.

Figure 34: Hierarchy of POS and catchments

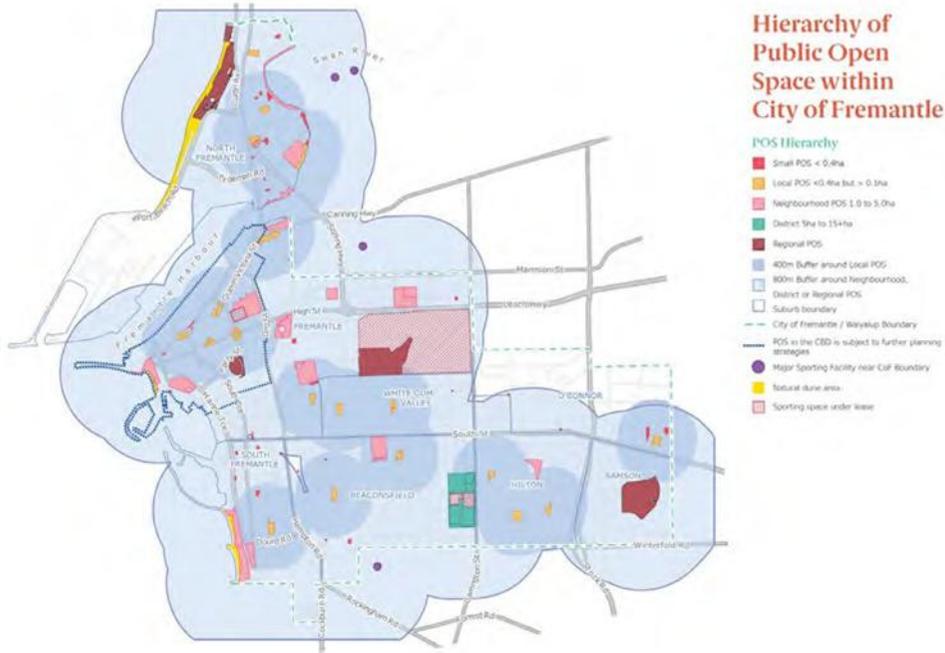


Table 27: Population by year and POS per person

Classification	Area (m2)	2016	2021	2031	2036
Small < 0.4ha	43,048	1.49	1.35	1.23	1.01
Local 0.4ha to 1ha	137,776	4.77	4.31	3.86	3.25
Neighbourhood 1ha to 5ha	492,441	17.04	15.42	12.46	11.60
District 5ha to 15+ha	176,697	6.12	5.53	9.99	4.16
Regional	419,989	14.54	13.15	11.97	9.90

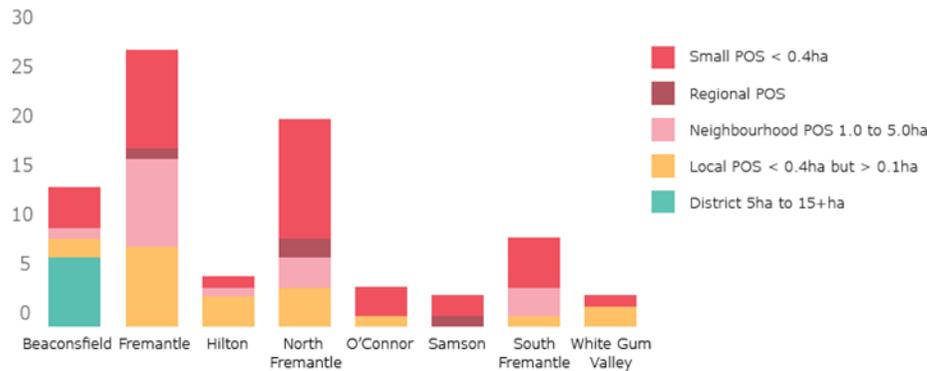
The current POS provision (hectares) by suburb and the number of POS areas by suburb are shown in Figure 19. The dominant type by hierarchy are the 'Small' and 'Local' POS, while the most dominant type by number of POS areas is the 'Small' classification, which are areas smaller than 0.4ha or 4,000m². POS areas of this size are quite restricted in their functionality, serving a limited recreational use for residents within the immediate area.

Table 17 below breaks down the POS number based on the hierarchical classification and calculates the provision per person based on five-year population increments. The table shows that whilst net provision of open space in the City meets the 10% public open space land area requirements of state planning policy, a growing population would decrease the amount of POS per person in the coming years and the provision of POS per person will continue to decline across all classification categories.

Assessment of POS provision on a suburb-by-suburb basis shows that Fremantle and Beaconsfield benefit most, with the largest provision in terms of total hectares and number of spaces.

Figure 35: Count of POS by suburb

Count of POS by Suburb



POS provision is benchmarked against the State Government’s Development Control Policy 2.3 (Public Open Space in Residential Areas), which identifies 10% POS or 3.36ha of POS per 1,000 population and is reflected within the state government’s planning documentation. The application of this standard to the current POS provision within the City of Fremantle shows that only four of the City’s eight suburbs

currently meet or exceed the standard level of provision, as shown in the table below.

Table 28: Current POS provision

Suburb	Current POS Hectares	2021 Census Population	2021 Provision Ratio (ha / 1,000 pop)
Beaconsfield	22.95	5,315	4.32
Fremantle	49.38	9,251	5.34
Hilton	3.43	4,323	0.79
North Fremantle	24.31	3,947	6.16
O’Connor	1.52	460	3.30
Samson	14.48	1,881	7.70
South Fremantle	9.65	3,398	2.84
White Gum Valley	1.27	3,358	0.38
TOTAL	127	31,933	3.98

Future POS provision within the City of Fremantle has been illustrated in the Figure below and shows that additional POS will be limited to primarily the suburb of Beaconsfield (one district space at 4ha in size), with smaller allocations to be provided in Fremantle, North Fremantle and South Fremantle.

Table 29: Future POS provision

Suburb	POS Hectares	2021 Census Population	2021 Provision Ratio (ha/1000 pop)	Future POS Hectares	2031 Census Population	2031 Provision Ratio (ha/1000 pop)
Beaconsfield	22.95	5,315	4.32	26.95	6269	4.30
Fremantle	49.38	9,251	5.34	50.38	10,513	4.79
Hilton	3.43	4,323	0.79	3.43	3,392	1.01
North Fremantle	24.31	3,947	6.16	24.51	5,054	4.85
O'Connor	1.52	460	3.30	1.52	460	3.30
Samson	14.48	1,881	7.70	14.48	1,863	7.77
South Fremantle	9.65	3,398	2.84	17.65	3,470	5.09
White Gum Valley	1.27	3,358	0.38	1.27	3,480	0.37
TOTAL	127	31,933	3.98	140.18	34,501	3.68

When considering future demand, the draft CSRF Plan identified that for the period from 2021 to 2031 there will be a need for the following additional Sport Spaces:

Table 30: Future POS sport spaces requirements

Number	Size	Total Hectares Required
1	Oval playing field dimension with safety zone = 145m x 175m	2.53 ha
7	Square playing field dimension with safety zone = 108m x 71m. Total area = 7,668m ² or 0.77ha	5.39 ha
	TOTAL	7.92 ha

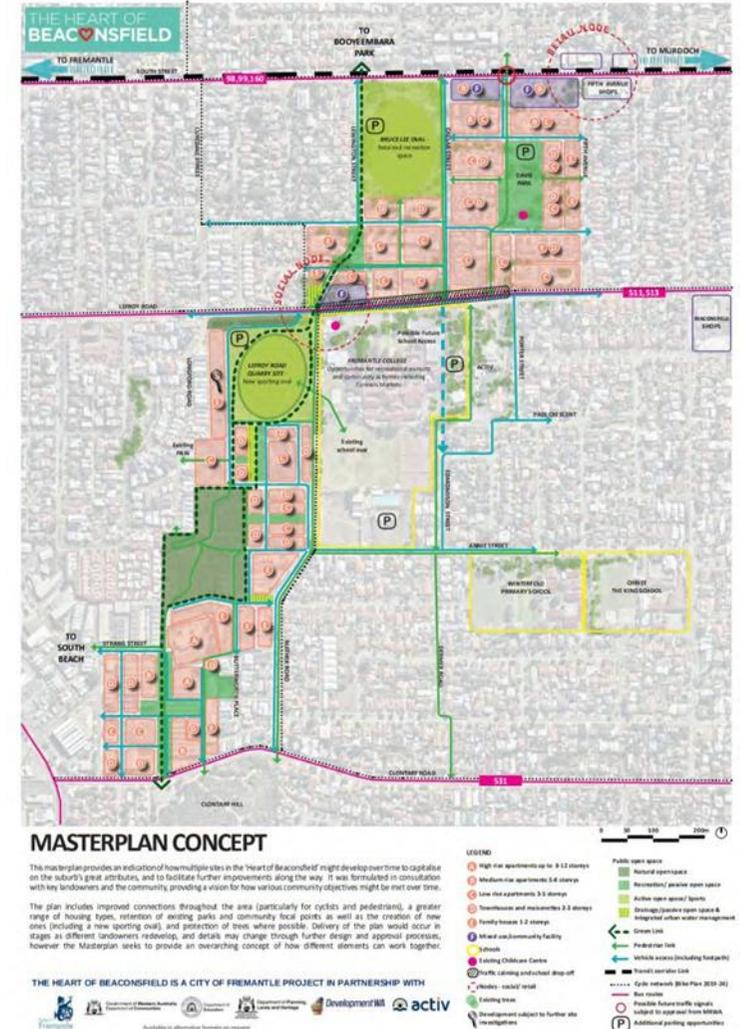
The analysis of existing use of Sport Spaces shows that there is some capacity to meet future demand, however there is not the capacity to meet the future requirement for 7.92ha of space. This makes the provision of the additional Sports Space POS at Beaconsfield particularly important regarding the City's capacity to meet future sporting demand.

Accordingly, the City's approach to POS will require a focus on public open space acquisition, advocacy and partnerships. The following actions are recommended:

- Retention of existing net open space, particularly in areas subject to significant population increases (including central

- Fremantle, North Fremantle and South Fremantle)
- Potential upgrade of existing open spaces offering to accommodate increased usage.
- Develop and implement an Advocacy Plan for the acquisition of additional POS within Beaconsfield (as part of the Heart of Beaconsfield development), North Fremantle, Fremantle and South Fremantle. Planning provision for a district level sports facility in a centrally accessible location has been identified with the Heart of Beaconsfield Masterplan adjoining Fremantle College, potentially on the former Lefroy Road Quarry Site (refer to Figure 20).
- Implement standardised and formal Shared Use Agreements with education institutions for the use of POS.
- Local Structure Plans for substantial development areas will need to consider whether additional local open space (likely new small, localised pocket parks), or enhancing existing open space available in the proximity are appropriate. Development standards and ongoing maintenance costs will also be a consideration in open space design.
- The City supports a minimum 10% POS contribution as a baseline metric for greenfield or brownfield development sites and infill areas where an undersupply of, or access to, POS has been identified as an issue in the City's strategic documents.

Figure 36: Heart of Beaconsfield Masterplan



4.2.6 Planning framework

Several minor improvements can be made to the planning framework to ensure consistency and continued improvement. These improvements include:

- Progressive update of the City's Local Planning Policies
- Zone unzoned sites
- MRS improvements (by WAPC request)
- Further collaboration with WAPC may be required for strategic sites to progress.
- Maintain and periodically review incentives for energy and water efficiency in local planning framework.
- Continue pursuit of the Walyalup Reconciliation Action Plan including recognising the traditional owners of the land in planning documents and otherwise.
- Update Local Planning Scheme to further align with Planning regulations, statewide model scheme text and SPP.

4.2.7 Community, Urban Growth and Settlement Planning analysis

As an established urban area with a diverse population, significant heritage values, and a strategic focus on design quality the City is committed to a diversity of housing, quality-built form, conserved heritage, effective management of public space and quality activity centre development.

Already, Fremantle accommodates significantly greater density and higher dwelling diversity than other areas of the metropolitan area. The City is on track to meet housing forecasts and targets set through Perth and Peel @3.5 million Central Sub-Regional Planning Framework, through development on key development sites and infill housing.

The response to this theme is broad in scope and includes consolidating the urban structure while providing for well-located and diverse housing and retaining and enhancing the character and built form of places, as well as built heritage values. Within an established area providing well located and appropriate public open space and facilities for the future population will be key. Minor improvements to the planning framework are also suggested for efficiency and improvement.

The response is supported by several local, state and regional planning policies.

Planning Responses:

In summary the City's response to community, urban structure and settlement planning theme aspects include:

1. *Urban Structure*

Maintain a fine grain walkable urban structure and environment whilst accommodating changing retail trends, regional traffic growth and changing lifestyle and transport preferences.

Actions:

- When considering plans for centre development and urban renewal (i.e. structure plans, large developments, corridor planning, rezoning requests) the City will support urban consolidation including Residential Density Codes higher than, but complementary to, the surrounding area where a diversity of housing is provided and the existing network of centres, (including commerce, amenities, services and jobs) is maintained within walking / cycling distance of most dwellings in catchment area, and near public transport, to reduce dependence of vehicle travel to access goods and services.

- Following activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation. [Potential Scheme Amendment]

Continue to advocate for detailed planning and delivery of rapid transit along South Street or the freight corridor (see LPS map) and plan for development opportunities in these corridors as presented. In the interim, maintain consolidation in established nodes (centres) co-located with bus stops. In the planning scheme and policy, as well as assessment of structure plans and proposed Scheme amendments, promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network especially in all new developments.

2. Housing

Support the population growth necessary to revitalise the City Centre. This includes increasing urban sustainability and optimise use of public infrastructure (including public transport) without losing Fremantle's iconic character, heritage values and urban canopy, or making investment and renewal unviable.

Additionally accommodate diverse housing (including adaptable, accessible and affordable) to accommodate different community needs and incomes, in a market-driven economy.

Overall the City endeavours to meet or exceed infill targets.

Actions:

- Maintain mix of densities throughout City accommodating differing housing typologies & support and incentivize housing diversity, particularly for adaptable, accessible and affordable housing.

- Continue to support and investigate opportunities or bonuses to incentivize housing diversity, particularly for adaptable, accessible and / or affordable housing on redevelopment sites through policy, structure plan or scheme provisions that respond to identified need for more adaptable, accessible and affordable housing to accommodate community profile, aging in place and create market incentive to provision. *[Potential LPP or Scheme Amendment]*
- Investigate local opportunities for 'smart' low impact infill in established neighbourhoods through:
 - Review of Freo Alternative
 - Response to R-Codes Volume 1 (Medium Density)
 - Potential provision to support redevelopment of (significantly) non-conforming density sites to maintain housing diversity
 - Future precinct planning *[Potential Scheme Amendment]*
- Continue to accommodate population growth and dwelling targets within: High-density inner-city development, Development Areas, activity centres, mixed use corridors and nodes, and through some local area based infill in specific locations.
- Review and update structure plans to align with contemporary standards. Include specified minimum yield outcomes where appropriate.
- Monitor development rates and periodically review feasibility constraints and impediments to uptake.

3. Built form and character

Continue to protect Fremantle's indigenous and built heritage as a significant asset and an integral part of Fremantle's sense of place. Support adaptive reuse and the ongoing utility, interpretation and value of heritage buildings.

Continue to encourage high design quality in significant new buildings and promote high quality public spaces and street interface.

Actions:

- Maintain consideration, acknowledgment and regard to Aboriginal heritage sites.
- Maintain and review Heritage List, Heritage Areas, Local Heritage Survey and associated policies.
- Maintain Conservation Plans for City-managed buildings.
- Maintain and review streetscape policy requirements which recognises historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.
- Maintain focus on design quality and review through continued reference to Design Principles and provision for a Design Review Panel. Review design principles and terminology to align with SPP 7.0. *[Potential Scheme Amendment]*
- Develop Public Realm Plan.
- Develop Masterplans for key open space areas.
- Maintain and potentially enhance Environmentally Sustainable Design requirements for new development to support a move to low carbon living, more affordable living and more efficient use of limited resources, to support both the City's Environmental Responsibility objectives, and the increasing focus on this issue emerging at the state level through the Climate Change Strategy.

4. Public Open Space and Community Facilities

Continue to service a growing population within a constrained environment with limited open space, aging community facilities and a small rates base.

Make equitable and effective provision for funding of community facility upgrades required to support new development.

Actions:

- Maintain existing open space reserves.
- Promote inclusion of additional open space in significant Development Areas (where this provides for functional open space and / or maintains accessibility).
- Request cash in lieu of open space where not provided on site.
- Reconsider opportunities for development contributions towards infrastructure renewal to accommodate increasing population and need taking into account impact on development feasibility and flow on implications for other objectives
- Pursue implementation of the Heart of Beaconsfield Masterplan

5. Planning framework

Ensure consistency and continued improvement to the planning framework.

Action:

- Progressively and continuously review, update and repeal (if applicable) all local planning policies.
- Zone un-zoned sites.
- Request MRS Improvements.
- Further collaboration with WAPC on strategic sites.
- Maintain and periodically review incentives for energy and water efficiency in local planning framework.
- Continue pursuit of the Walyalup Reconciliation Action Plan including recognising the traditional owners of the land in planning documents and otherwise.

- Update Local Planning Scheme to further align with Planning regulations, statewide model scheme text and SPP.

4.3 Economy and Employment

"a raffish harbour town with sea-salty soul to burn... Fremantle thrums with live-music rooms, hipster bars, boutique hotels, left-field bookshops, craft- beer breweries, Indian Ocean seafood shacks, buskers, beaches and students on the run from the books. Fremantle dragged itself out of the economic doldrums in 1987, scrubbing itself up to host the America's Cup yachting race. Once the yachties left town the city faced the question of 'what now?'

A process of reinvention began, with investment in the arts, the establishment of Notre Dame University and the consolidation of the city's waterfront at the fore. In 2016, Freo is bearing the fruits of this process, with thriving urban culture and a string of awesome arts events celebrating the city's essence."

(Lonely Planet 'Best in Travel 2016')

Fremantle maintains an economic personality as a historic port city, a vibrant, liberal- minded cosmopolitan destination and a regenerating strategic metropolitan centre unique in Western Australia. Notwithstanding the rise of the suburban shopping centre, Fremantle remains Perth's 'second city' and a true strategic centre. Greater Fremantle is an employment hub of modern alongside heritage buildings offering office, retail, manufacturing and living spaces. Fremantle has efficient and convenient public transport links, a university and TAFE at its core, and port, industrial, health care and creative industries. The City attracts both national and overseas visitors with diverse and well attended events, a good leisure offering and a growing international reputation.

Fremantle's key attractors include:

- A dynamic and exciting city centre, offering a wide range of goods, services and entertainment options with a thriving day and night-time activity.
- A diverse economy, incorporating manufacturing, industry, marine/blue economy, commerce, health, education, retail, and hospitality.
- Well-established heritage, character and attractive streetscapes.
- A strong arts, culture and events scene.
- Proximity to other destinations including the Perth CBD, and Western Trade Coast, and a (theoretically) wide service and employment catchment.
- High accessibility and availability of public transport (particularly to the north).
- High levels of amenity and 'liveability' making it an attractive place to locate, especially for aligned knowledge-based business.
- A growing international (as well as national and local) reputation as a tourist and lifestyle destination.

Fremantle's economy includes:

Figure 37: Key statistics for City of Fremantle (source: ID, 2022)



Further details are provided in Attachment 5 and 6 (ID Economy report 20/21)

4.3.1 Activity Centres

Pracsys' undertook a Retail Needs Assessment (RNA) in 2023. Principles of economic activation were applied with consideration to gaps and future growth to identify opportunities for retail growth.

The City's retail centre floor space was compared to existing retail floor space in the surrounding trade area, being the surrounding 25-30kms or 600 centres. Of this area, Fremantle contributes 6% of the total retail floorspace supply. The floorspaces in the City's centres are provided below. The City of Fremantle shop / retail floorspace (99,942) is comparable to Morley Galleria which has 98,659m² of retail floorspace.

Table 31: City of Fremantle Retail (source: Pracsys, 2023)

CoF Centres	Shop/Retail Floorspace (m ²)	Other Retail Floorspace (m ²)
City centre	99,942	6,693
South Fremantle	13,720	610
South Terrace	6,895	5,654
Harvest Road	6,205	610
North Fremantle	1,630	400
Wray Ave	2,773	408
White Gum Valley	1,482	0
Hilton Park	4,292	0
Winterfold	2,335	0
O'Connor	11,401	31,603
Subtotal	139,274	45,978

Overall, there are an estimated 5,426 retail jobs in shop / retail positions (1,755 fulltime; 3,670 part time) in the City of Fremantle. Seventy four percent of these jobs are in the city centre with other significant employing centres being South Fremantle 9%), South Terrace (5%) and Hilton Park (5%).

Fremantle City Centre

Fremantle City Centre is a longstanding Strategic Metropolitan Centre, servicing a regional catchment with a range of health, education and other public and private services, entertainment, retail, and tourist attractions. As peripheral centres have expanded and personal mobility has increased, competition for Fremantle's service catchment has increased also. Other factors such as the downturn of the main street, the predominance of internet shopping over bricks and mortar retail, and in recent time, COVID-19 and a potentially reduced need for office space, the City's centre, like many other main centres the world over, has seen a decline with an increase in vacancy rates. To counteract this, the City has adopted a strategy of boosting the local population in the week day (office worker) and weekend and night-time (visitor and residential populations) to sustain Fremantle's traditional town centre, as well as its still strong entertainment functions.

Pracsys' RNA 2023 compares the Fremantle city centre against other centres on performance to highlight the gaps. Scores are out of five – one being under performing and five being outperforming. Refer to table 21.

Table 32: Comparison of Perth retail centres

Criteria	Fremantle	Joondalup	Cannington (Carousel)	Midland
Food and beverage	5	4	4	3
Tourism Offering	5	3	3	3
Convenience Retail	2	5	4	5
Comparison retail	4	5	5	4
Office Provision	4	4	3	3
Nighttime economy	4	3	3	2

The City outperforms other strategic centres through its food and beverage, tourism offering and nighttime economy uses. Areas the City underperforms, comparatively to other centres are in the convenience (supermarket) and Comparison (e.g. clothing and department stores) Retail. Refer to table 22 which shows the retail gaps.

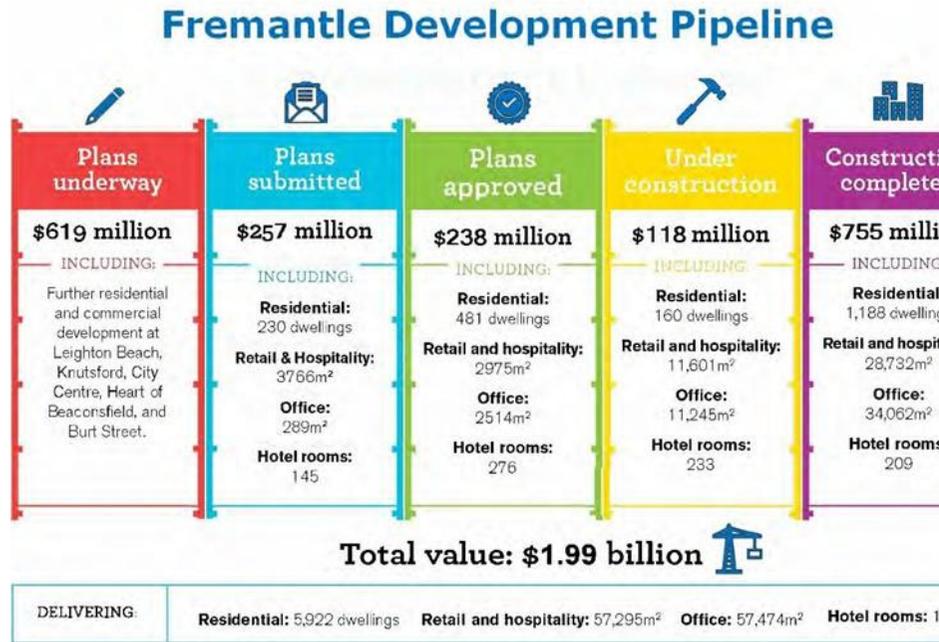
Table 33: Retail floorspace gap comparison of centres

Floorspace use	Fremantle	Joondalup	Cannington (Carousel)	Midland
Supermarket	IGA Coles (Approved)	Coles Woolworths Aldi Spudshed	Coles Woolworths Aldi NP Supermarket	Coles 2 x Woolworths Aldi
Department Store	-	Myer	Myer David Jones	-
Discount Department Store	Target	Target Kmart Big W	Target Kmart	Target Kmart Big W

As a conservative target with 50% scaling, the RNA identifies a gap in the retail floor space in the city centre of 2,500m² for Supermarket, equating to at least one more supermarket and 12,000m² of department stores or mini majors (approximately six mini majors or a smaller combination with a department store(s)).

Since 2016, development coming through the pipeline, predominantly in the city centre, is extensive: up to \$1.87 billion of which \$755 million has been completed. Recent completed development includes: 1,188 new apartments, 28,732sqm of retail and hospitality floorspace, 34,062sqm of office space and 1,090 additional hotel rooms, refer to Figure 22.

Figure 38: City of Fremantle's development pipeline



Updated September 2022. The Development Pipeline presents information that has been accrued since January 2016 and accounts for large scale (i.e. \$1 million+) development.

The recent completion of FOMO and the civic centre at Walyalup Koort has attracted 1800+ new office employees, plus retail and hospitality workers. The combined development has created 6,350sqm of retail and Restaurant/café/bar floor space and 23,675 sqm of office space. This has significantly boosted the local economy, and partially offset broader macroeconomic trends such as the impact of on-line shopping on traditional centres.

Revitalisation of the City Centre and continued attraction of quality investment, employment and residential development remain ongoing priorities to support the evolution of Fremantle. This may be achieved through precinct planning or investigating specific sites for development opportunity, like the Paddy Troy Mall site. Place-making design interventions, including those identified to better connect the City Centre with its waterfront would also be valuable to these processes.

Maintenance and enhancement of the City's points of difference (including its heritage, waterfronts (river and sea), vitality, and range of small and independent operators) will be important into the future, both in terms of its character, and its competitiveness. Some review of structure and consolidation opportunities could assist in reimagining the City Centre for the post-Covid world. It could also assist in determining the best strategy for managing potential noise conflicts associated with the collocation of entertainment and residential land uses.

Parking, where and how it is provided will be an ongoing consideration in the centre. Parking will need to be managed to optimise accessibility, land use efficiency, place character and function. With this the City will have to ensure parking standards are reasonable, effective and consistent with objectives for functional and amenable places.

District centre

The North Fremantle centre is identified as District Centre under State Planning Policy 4.2. The North Fremantle centre operates more as a neighbourhood centre with restricted physical opportunity to grow, and a catchment limited by physical constraints (such as the beach, river and port) and proximity to Fremantle city centre. The RNA identifies a floor area / retail gap in North Fremantle of a supermarket use / site. There may be opportunities for additional development in the centre

through land assembly or the deconstraint of larger lots on its periphery. Further clarification of its future catchment (and the potential for additional residential on surplus port land) would be investigated through detailed planning work on the planning area identified as part of the Local Planning Strategy.

Neighbourhood, Local and other centres

Whilst the Fremantle City Centre acts as a regional service, employment and tourist destination, the residential parts of the City are serviced by a hierarchy of district, neighbourhood and local centres, many of them acting as focal points for genuinely walkable communities. Changes in retail pattern and appeal are having some effect on the operation of these smaller centres. Current planning policy supports located medium and higher densities (commensurate with centre scale) in centres to support the continued viability and operation of commercial activities, and housing diversity. Previous amendments to the planning scheme to increase the density coding within and immediately around nodes along the South Street corridor (a route proposed for rapid transit) and density bonuses available for all other centre zones reflect this. Growth and revitalisation of the City Centre with maintenance of the complementary smaller scale centre networks remain strategic priorities, maintaining both sustainable urban form, local character, economy and amenity. Review of future retail demand recognising both the changing retail context and population growth would assist in maintaining realistic expectations for centres, avoid catchment cannibalisation and ensure centre scale and growth potential is accommodated and expectations are managed.

In some locations, mixed use areas have evolved as a quasi-extension of local centres, such as along South Terrace where the differentiation between centre and mixed use is blurred. In

other mixed use zone areas, uptake has either heavily slanted towards either residential or commercial development. Review of the purpose and function of each of the City's mixed-use areas could assist in resetting expectations and may, in some areas, justify a change to ground floor retail requirements or rezoning.

As the development areas in Knutsford and McCabe Street progress with development there may be an opportunity for new local centre / local store development. Maintaining the ability to review these opportunities in light of the established centre network is considered a sensible approach in the future. The South Fremantle shopping centre precinct is also earmarked (with owners' consent) for precinct planning to better utilise and grow a mix of uses in this area.

Ancillary to centres, Residential-zoned areas can function as an incubator for burgeoning small business and cottage industry. Starting a new business from home has increasingly become popular as an option to keep start-up costs low. Additional to this trend, working from home has become normalised following the need for isolation during and after state and individual COVID-19 lockdowns. The City's planning scheme includes standard provisions for home office and businesses.

4.3.2 Employment

Fremantle is an employment hub that pulls workers in from neighbouring districts. The City's established centres hierarchy and industrial land areas supplement the port, harbour and commercial areas, and provide a diverse range of employment opportunities.

Overall, the City of Fremantle area offers more jobs than its total number of employed workers with 1.71 jobs for every employed resident within Fremantle (ABS 2021).

Fremantle’s employment profile (shown below 19) demonstrates the spread of employment in the City. Jobs held by the local workers in the City of Fremantle in 2021 shows the three most popular industry sectors were:

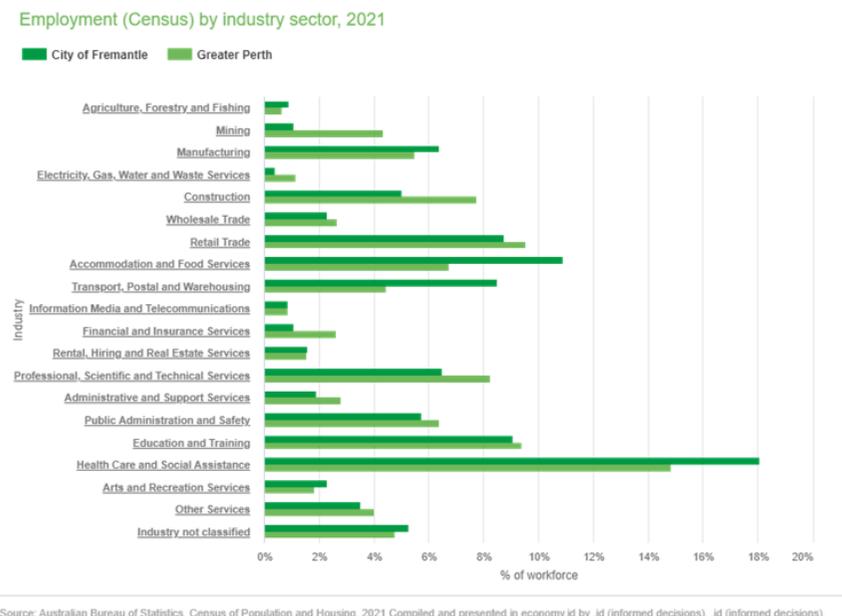
- Health Care and Social Assistance (4,981 people or 18.1%)
- Accommodation and Food Services (3,005 people or 10.9%)
- Education and Training (2,496 people or 9.1%) associated with University of Notre Dame, TAFE and schools.

In combination these three fields accounted for 10,482 people in total or 38.0% of the local workers.

The major differences between the jobs held by local workers of the City of Fremantle and Greater Perth were:

- A larger percentage of local workers employed in the field of Accommodation and Food Services (10.9% compared to 6.7%), associated with tourism, recreation and lifestyle businesses.
- A larger percentage of local workers employed in the field of Transport, Postal and Warehousing (8.5% compared to 4.5%), associated with the port, and O’Connor industrial area.
- A smaller percentage of local workers employed in the field of Education and Training (9.1% compared to 9.4%) associated with University of Notre Dame, TAFE and schools.
- A smaller percentage of local workers employed in the field of Mining (1.1% compared to 4.4%)
- A larger percentage of local workers employed in the field of Health Care and Social Assistance (18.1% compared to 14.8%), associated with the hospital and local, district and regional social services.

Figure 39: City of Fremantle and Greater Perth employment by industry sector 2021) source: ID informed choices)



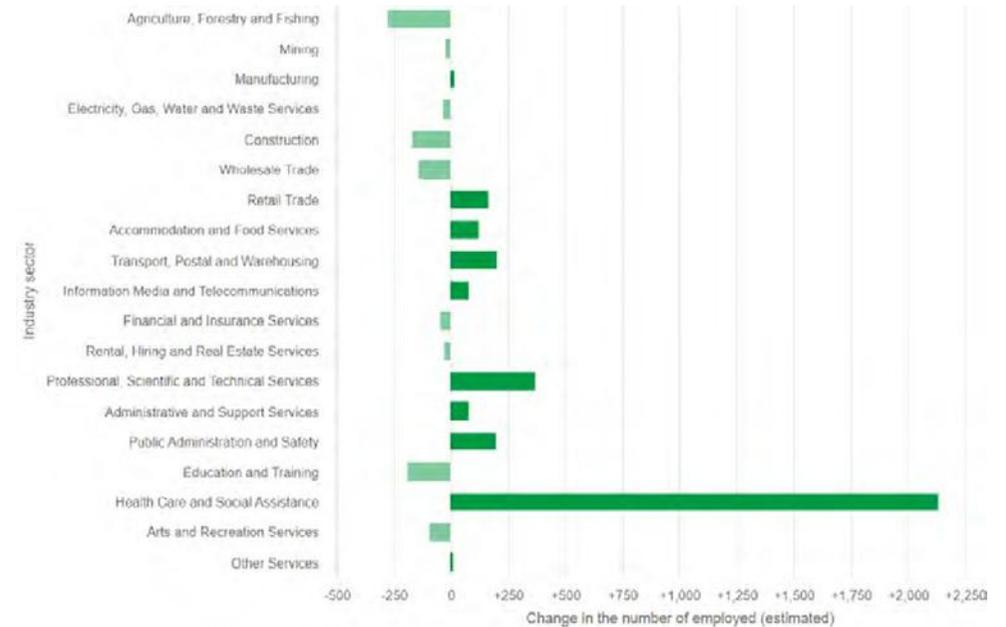
Notable changes in the jobs held by local workers in the City of Fremantle between 2016/17 and 2021/22 (shown above Figure 23) are the marked increase for those employed in:

- Health Care and Social Assistance (+1,726 local workers)
- Accommodation and Food Services (+457 local workers)
- Professional, Scientific and Technical Services (+381 local workers)
- Transport, Postal and Warehousing (-188 local workers)

These changes reflect the following:

- Significant investment into Fremantle’s rejuvenation following a focus on investment attraction and revitalisation strategies.
- Continued growth of accommodation, food and beverage businesses, as Fremantle continues to maintain its place as a lifestyle and entertainment destination.
- Significant increase in public administration, including the location of Department of Transport and Major Infrastructure and Communities into central Fremantle (FOMO).
- Fremantle Hospital, after major health services were transferred to the newer Fiona Stanley Hospital at Murdoch (2014 / 2015), has diversified and grown into a specialist hospital providing:
 - aged care
 - mental health services
 - secondary rehabilitation
 - planned surgery
 - specialist medical services.
- Contraction of physical retail premises reflective of national and international trends towards online shopping.
- Reduction in transport, warehousing, and manufacturing as Fremantle continues to lose these jobs to industrial hubs developing in the outer metropolitan area.

Figure 40: City of Fremantle change in employment 2016 / 17 - 2021 / 22 (source: ID informed choices)



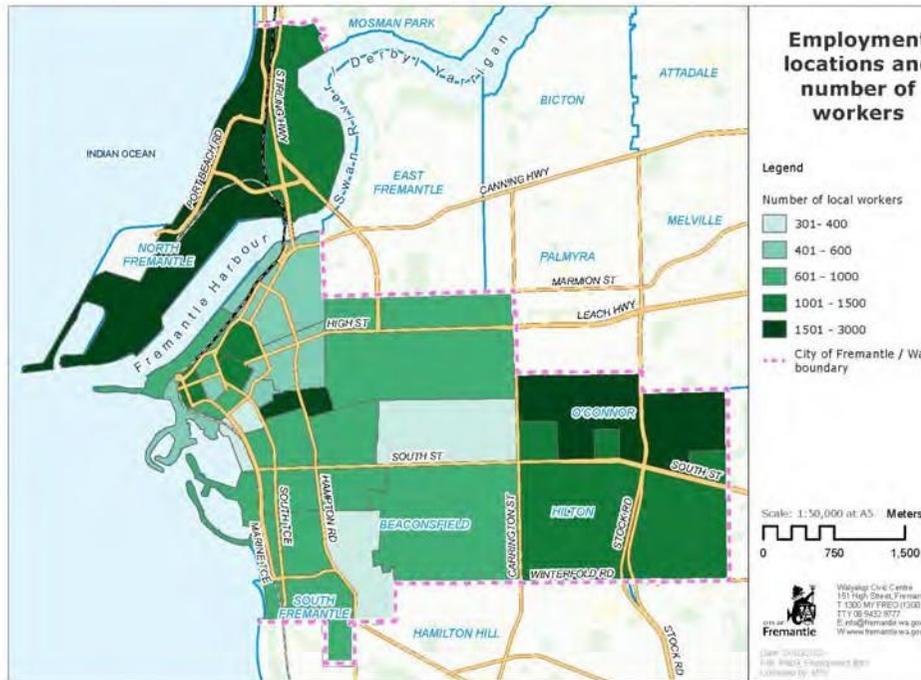
Due to the historic inherently mixed land use within Fremantle, many of the City’s suburbs accommodate employment (see Figure 25 below).

Specific Employment locations and industries are:

- O’Connor Industrial Area
- North Fremantle - primarily associated with the port
- Hilton and the South Street corridor – local and neighbourhood retail and services
- Fremantle City Centre – Regional retail, services and entertainment, Notre Dame University and TAFE, maritime services centred around the boat harbours.

- Adjacent to the City Centre - Health services including Fremantle Hospital
- South Fremantle - the South Terrace Mixed Use corridor, and South Fremantle mixed use industrial area.

Figure 41: City of Fremantle employment locations and number of workers (source: ID informed choices)



Fremantle Port is one of the state’s most significant transport and logistics hubs. The inner harbour plays a critical function in facilitating trade in the state, handling most of the State’s container trade. The Outer Harbour is one of Australia’s largest bulk cargo ports. Additionally, the Port supports both land-based

and maritime logistic industries that service the port. In the 2022-23 year the Fremantle ports’ highlights across five key operational areas of safety, sustainability, efficiency & reliability, capacity and engagement were:

- Record container trade of 809,709 TEU (twenty-foot equivalent units)
- \$100 million reinvested in our assets
- \$67 million in operating profit
- Highest percentage of containers on rail for any Australian port at 20.1%
- 31.3 million tonnes of cargo handled
- 67,000 visitors to Fremantle on 33 cruise vessels

The Port is a large employment focus for Fremantle. Its operation is estimated to contribute up to 7,400 jobs (at least 373 directly employed, and over 6,000+ indirect jobs). The City is cognisant of the economic and employment (as well as social and physical) impacts of the proposed relocation of most port functions to Kwinana, whilst also recognising the opportunities the redevelopment of port lands presents.

If relocation proceeds, Council supports the development of a clear strategy to holistically address the impacts of this and guide the evolution of Fremantle into the next era.

The creative (including film) industries, maritime-based research commerce and industry (blue economy), sustainability and other knowledge-based industries all represent emerging strategic employment opportunity sectors as Fremantle’s complementary role to more conventional industrial and business districts evolves. These industries are already established in the City and will likely see growth into the future, capitalising on its natural attributes, social characteristics and the attractions it offers. Maintenance of suitable zoning, access

to infrastructure, and support for colocation and consolidation are important in optimising the potential for these uses.

All sectors benefit (and have potential to further leverage) from the high levels of amenity and connections to the employment catchments to the south and east, and excellent connections to Perth CBD.

The prospect of improved public transport and freight connections to the south and east remain key to improving the movement of goods and people through the south-west region, and interconnecting activity nodes and education centres, and supporting Fremantle's continued role as an (accessible) strategic metropolitan centre and employment centre, servicing a regional catchment. It is also important in providing access to jobs for the population, access to employees for business, and supporting the growth of complementary uses through the region. It therefore represents a strategic priority of Council.

Further detail on Fremantle's current employment profile is available in Attachment 5 and 6 (ID Employment report 2019/20)

4.3.3 Industry

Industrial development is accommodated within:

- North Fremantle Industrial Area (around the port). Note this land is the subject of a current Metropolitan Region Scheme amendment proposal to rezone this land to Urban Deferred (MRS Amendment 1400/41).
- Industrial uses around the harbours
- O'Connor Industrial Area

Various mixed uses areas (including the Strang Street area and Knutsford Precinct) which accommodate historic and light industry as well as newer mixed-use development.

The City Of Fremantle Council's position on MRS amendment 1400/41 is that the following require further consideration prior to any of the site being rezoned from industrial:

- Coastal Recreational needs
- Coastal erosion
- Transport
- Future Port Planning
- Port Buffer Zone

O'Connor is a major driver of economic input providing sites for businesses in Fremantle's contributors to economic input – manufacturing and transport, postal and warehousing. Its continued operation and protection from encroachment and land use conflicts is consequently economically important. Some rationalisation of the boundaries in conjunction with future planning for the South Street rapid transit corridor could be contemplated.

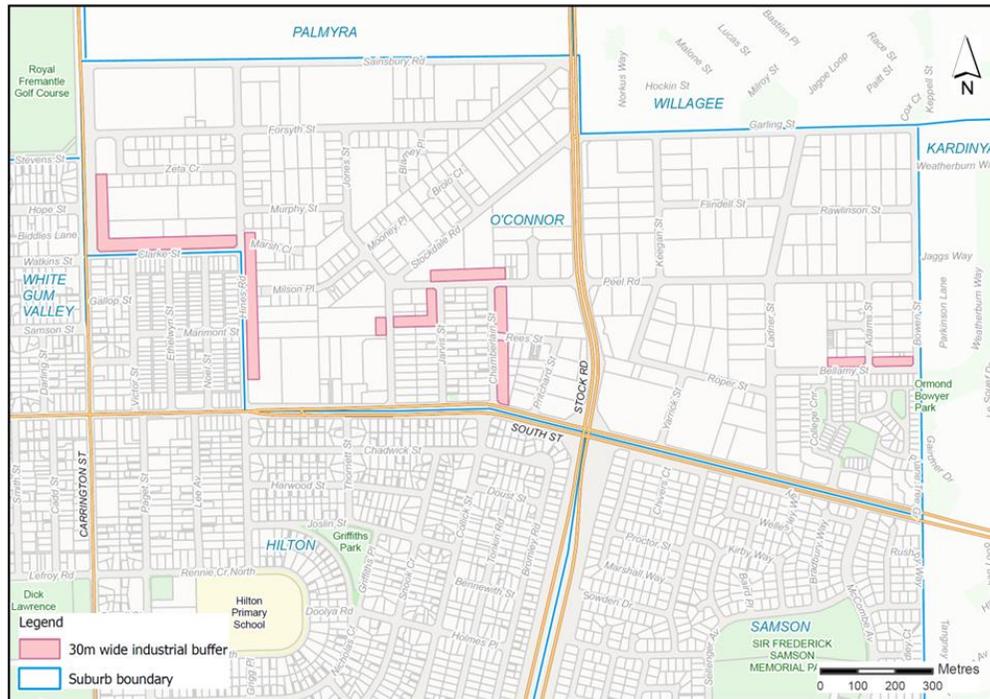
Buffer areas around both O'Connor and the port are defined by Special Control Areas within the scheme (Refer to Figure 26 and Figure 36).

Policies associated with these buffers have been established to minimise risk and land use conflict with surrounding sensitive (particularly residential) areas. Any review would be in accordance with SPP 4.1 Industrial Interface.

Opportunities for further expansion of maritime based industry, research and commerce (blue economy) have been identified as a potential growth area for Fremantle, complementing the heavier industry conducted along the Western Trade Coast. Exploration of the 'blue economy' is being pursued in conjunction with the Department of Jobs, Tourism, Science and Industry, with retention of zoning, infrastructure and land for these uses around the water necessary to realise this

opportunity. Strengthening of the transport connections between Fremantle, Cockburn, Kwinana and the Murdoch Activity Centre is desirable to support this.

Figure 42: City of Fremantle O'Connor Industrial buffers (source: LPS4)



4.3.4 Tourism

Fremantle is Perth's second most visited tourism destination, and a significant contributor (as well as beneficiary) from this industry.

Fremantle's 1.16 million day trippers annually (2018/19) have traditionally included a combination of international, interstate

and intrastate visitors with 1.71 million international and domestic visitor nights. Combined with local visitation, attendance of Fremantle's most popular destination, the Fremantle Markets, exceeded 2 million in 2019. The impacts of COVID-19 have affected visitation with foot traffic in central Fremantle sitting at 80% of its historic average in 2021. Pre-COVID, visitation was split roughly three ways between international overnight visitors, domestic overnight visitors and day trippers.

In 2021/22, the total tourism sales in the City of Fremantle was \$782.9m, the total value added was \$460.7 million. Comparatively, in 2016/17 the total tourism sales in the City of Fremantle was \$1,152.3, the total value added was 737.4, showing the City has some way to go to recover from the COVID-19 disruption to this sector.

Cruise ships or 'cruising' had fast been become one of the most popular and growing sectors of the tourism industry worldwide: 130 cruise ships visited Western Australia in 2018-19 (most stopping at Fremantle), up 13% on the previous year. These stops generated an economic impact of \$228.9 million for Western Australia's economy, supporting approximately 848 jobs. In 2022/23 year, as the industry recovers from COVID 19, 33 cruise vessels visited Fremantle, bringing 67,000 visits. Retention of the cruise terminal in Fremantle is expected, irrespective of the decision on location of other port uses. Continued enhancement of both this landing point, and other attractions and infrastructure to support growth in this sector is anticipated. Continued support for accommodation (already well provided for in the planning scheme and through a complementary local law), promotional activities and improvements to the connections between the City and waterfront are also expected.

Moving forward, maintenance of Fremantle’s authentic character, heritage, waterfronts and creative city centre identity is important to its continued attractiveness to visitors.

4.3.5 Knowledge based industry

The significant education and training institutions within Fremantle make a strong contribution to the Fremantle economy. These institutions include the University of Notre Dame (7,618 students; 439 FTEs in 2020), supporting the revitalisation of the West End, and Challenger TAFE on Victoria Quay (737 students in 2021). The University of Notre is reported to contribute \$75 million to City of Fremantle wages and salary and \$92.6m to combined gross product.

In 2021/22 the education and training sector in Fremantle employed 2,726 people and generated an output / total sales of \$398.7 million.

Fremantle is also located close to other higher education facilities including Murdoch University (less than 3.5km from the eastern border of the City), Curtin University (15km from eastern border) and the University of Western Australia (10km from Northern border).

Maintenance and indeed strengthening of the strategic connections between these knowledge centres is desirable both for their own operation and to enhance Perth’s attractiveness as a research and education destination.

Figure 43: Educational Facilities



The Department of Communities relocated to the City of Fremantle in March 2020, joining other Commonwealth and State Government departments and agencies in Fremantle including:

- Defence Housing Australia
- Australian Quarantine and Inspection Service
- Australian Maritime Safety Authority
- Department of Transport and Major Infrastructure
- Department of Fisheries
- Police – Southwest Regional headquarters

The success of the existing government departments and agencies operating in Fremantle (currently the largest hub of

state agencies outside the Perth CBD) is due, in part, to a qualified workforce close at hand, together with staff enjoying a high level of satisfaction at being located in an activity centre with broad appeal and quality public transport accessibility. An opportunity exists to attract more government and quasi-government organisations to the area.

4.3.6 Healthcare

Healthcare and social assistance is one of Fremantle's largest industry for employment with 3,496 jobs and \$573m output (Remplan). The centre of the healthcare industry in Fremantle is the Fremantle Hospital. Up until 2014, Fremantle Hospital was one of the largest hospitals in Western Australia, with 450 beds, 3,100 employees and an operating budget of \$400 million. However, following the opening of the Fiona Stanley Hospital in a neighbouring municipality, the hospital was reduced. Fremantle Hospital has diversified and grown into a specialist hospital providing: aged care, sexual and mental health services, planned surgery, secondary rehabilitation, and specialist services. The remaining infrastructure holds potential for additional specialised expansion.

Outside of the hospital, an ageing population in Fremantle has driven demand for ancillary services to exist in areas such as physiotherapy, dental, occupational therapy, ophthalmology and dermatology as well as natural medicine. Maintenance of sufficient centrally located commercially zoned land well connected to its catchment by public transport will support growth in this sector.

4.3.7 Economy and Employment Response

Fremantle is a regional economy; an employment hub with large attractors and employers that pull workers from neighbouring districts

i.e. Fremantle Port, O'Connor Industrial area, Fremantle Hospital, government offices and knowledge based (Notre Dame University and TAFE), creative, tourism and ocean gateway industries. The Centre's primacy as a commercial and service destination has been challenged by the growth in other centres, a depressed regional office market and global declines in bricks and mortar retailing. In recent years the City's focus has been on increasing the day and night- time population in the centre to combat these effects. With the relatively new office and retail/entertainment development of Walyalup Koort, the core of the centre is seeing a resurgence in the retail and entertainment economies. Other new developments have been completed, or are currently making their way through the development pipeline that will further add residential living and retail and office and retail space to the city, further enhancing the day and night time economies.

Fremantle is also a regional, national and international tourist destination with high amenity and an admirable location comparatively to other centres. Tourism has been impacted by COVID-19, however is expected to meet pre-COVID visitation numbers.

Accordingly, the local planning strategy facilitates trade, investment, innovation, employment and community betterment by providing suitably zoned and serviced land for commercial activities and services. This includes facilitating opportunities for local employment, tourism, healthcare and knowledge-based industry as well as avoiding land use conflicts by separating incompatible uses through zoning and the provisions of buffers (i.e. Fremantle Port and O'Connor buffers).

Planning Response:

In summary the City's response to economy and employment theme aspects include:

1. *Activity Centres (retail, commercial and entertainment)*

Enhance Fremantle City Centre's role as a Strategic Metropolitan Centre and Perth's second city with a resilient 7 day a week economy in a competitive environment with changing retail trends, a limited catchment, growth in surrounding centres and high urban mobility. Maintain opportunity for new investment, business and residential populations in high quality new development in suitable locations.

Actions:

- Maintain land use flexibility in City Centre and protection of heritage elements and character
- Review of zoning/development standards around the Paddy Troy Mall [*Potential Scheme Amendment*]
- Review potential for noise conflicts and management strategies for entertainment noise, including the option of an entertainment noise precinct [*Potential Scheme Amendment*]
- Continue to advocate for place-making design interventions, including those identified to better connect the City Centre with its waterfront.
- Review retail modelling and update centre strategy to reflect population growth and changing retail environment.
- Maintain land use flexible within centres, with ground floor of the core dedicated to commercial uses but opportunity for density residential on upper floors, to the periphery and off the main streets.
- Avoid out of centre commercial development.
- Review role and function of Mixed Use areas, including the requirement for commercial ground floor space in peripheral areas
- Develop Parking Plan and review parking requirements. [*Potential Scheme Amendment*]

- Develop Precinct Plans for Fremantle City Centre, North Fremantle Town Centre and South Fremantle Centre (where owners supportive).
- Review feasibility impediments to higher density residential development including Building Code restrictions to adaptive reuse.
- Continue to support Design Review input into significant developments. [*Potential Scheme Amendment*].

2. *Port*

Determine the impacts of the planned relocation of the port and the opportunities as well as costs this presents for the long term future of Fremantle.

Actions:

- Continue to advocate for retention of key port functions and recognition of the economic significance of the port to Fremantle.
- Future of Fremantle: Participate in investigation of alternative strategies for Fremantle's future in the event of relocation of the port, which consider the social, environmental and economic impacts of these.
- Participate in review of the Fremantle Harbours as a key part of the City Centre.

3. *Employment*

Promote economic diversity incorporating traditional city centre functions, maritime uses and industry, tourism, food and beverage, as well as the knowledge-based southern trade coast service centre with a tourism focus and an incubator for creative industries and the blue economy.

Actions:

- Maintain zoning capacity for commercial, tourism, retail and industry uses in appropriate located centres.
- Continue to protect the special heritage attributes of the City.
- Review noise management within the City Centre and other creative industry nodes with a view to determining a clear standard and statutory mechanisms (potentially involving further updates to the Noise Regulations) to manage conflict with residential uses in these areas. [*Potential Scheme Amendment*]
- Continue to advocate for improved public transport connections to and between employment centres

4. *Industry*

Maintain appropriately serviced land for industrial uses and strengthen connections with South-Western Trade Coast.

Actions:

- Maintain appropriately zoned and serviced land for industrial uses and avoid introduction of retail and showrooms
- Maintain industrial area buffers. Review and update as appropriate. [*Potential Scheme Amendment*]

5. *Tourism*

Build on the existing reputation of the City as a destination by further enhancing its unique attractions to local, regional, national and international visitors.

Actions:

- Maintain land use flexibility and enhance character and operation of City Centre through zoning, development standards and activity centre plan.
- Continue to advocate for place-making design interventions, including those identified to better connect the City Centre with its waterfront.

4.4 Environment

This strategy seeks to ensure that the state's natural assets are conserved through sustainable development.

4.4.1 Climate Emergency

In May 2019, Fremantle Council declared that the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's built-heritage, vegetation, infrastructure and lifestyle. The City's Climate Change Adaption Plan outlines its response to managing these impacts. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

The City has signed WALGAs Local Government Climate Change Declaration. The Declaration stands as a voluntary opportunity for Councils to demonstrate their political commitment to locally appropriate climate change management, and to participate in a sector wide leadership approach.

4.4.2 Natural Areas

The City recognises that natural areas play a vital role in green infrastructure, and that protection and management of bushland is needed to achieve wider biodiversity and sustainability outcomes.

The established nature of Fremantle means that there are limited opportunities for major additional greenspaces and natural areas. Accordingly, the majority of remaining 40ha of natural areas (21% of the City's Public Open Space) within the City are protected within open space reserves and maintained accordingly. These include:

- Cantonment Hill (Bush Forever)
- Sir Frederick Samson Park (Bush Forever)
- Coastal and Swan River foreshore (Regional Reserves)
- Clontarf Hill
- Booyembara Park (remediated Local Reserve)

Figure 44: City of Fremantle green links (source: Greening Fremantle: Strategy 2020)



Whilst the majority of Clontarf Hill is a Local Reserve, a portion is zoned for future development. Review and rationalisation of the boundaries of the reserve is recommended to ensure that areas of environmental value and the portion of Aboriginal heritage significance are protected.

Some Development Areas (including the Lefroy Road Quarry area, the Swanbourne Street area and the Hollis Park area) have been subject to revegetation, both natural and contrived. Recognition of the primary planned purpose of these areas through the maintenance of the Development zone is recommended,

Ongoing management of natural areas (including management of the bushfire risk they can pose) will continue to occur as a matter of course. The City will continue to implement and promote Landscape Masterplans and any other park and foreshore plans as needed.

The City has an established register for significant trees and vegetation on private land. Trees listed on the City's significant tree register are recognised for their contribution to the local environment and are protected under the City's Local Planning Scheme. Maintenance of the register, including request for trees to be put onto the register, will be ongoing.

Additional to these matters in the local planning strategy the City is working on a POS strategy and also has the Greening Fremantle: Strategy 2020 and associated Urban Forest plan. The purpose of these documents are to achieve additional greening of the city. These documents form part of the City's strategic document suite to which the Local Planning Strategy partners to achieve the City's goals and objectives.

4.4.3 Water Resources

The City's water supply comes from the Integrated Water Supply Scheme. The supply enjoys good separation to the groundwater table in most areas, however some of the low lying and reclaimed areas in central Fremantle experience a high-water table and some challenges in managing salinity and periodic flooding.

Drainage is currently managed via a combination of conventional pit and pipe infrastructure with introduction of more contemporary integrated urban water management design solutions in new developments. A review of drainage infrastructure is planned in the near future. Whilst not identified as a specific concern, opportunities to improve the quality of outflow will form part of the review.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures, with the City's strategy outlined in its Water Efficiency and Conservation Plan. Continued promotion and implementation of best practice urban water management in new developments and infrastructure upgrades will be ongoing to overall reduce water use and improve water cycle management.

Integrated water management is applied in planning and development decision-making. Managing run off and water quality along the river (and ocean) foreshores, and planning to accommodate modelled flood risk remain ongoing considerations.

It is important to ensure that development is resilient and can withstand inundation, which may come from a combination of sea level rise, rising groundwater, pluvial and riverine flooding.

4.4.4 Coastal Protection

The City, in partnership with adjoining local authorities and the state government, prepared Coastal Hazard Risk Management and Adaptation Plans (CHRMAs) for both the southern beaches (harbour mouth to South Beach and beyond) and Port and Leighton beaches, refer to Figure 29 and Figure 30. These plans identified increasing erosion and inundation risk mostly associated with the impacts of modelled sea level rise.

Figure 45: City of Fremantle CHRMAP North



Figure 46: City of Fremantle CHRMAP South



The area of most immediate and significant risk is Port Beach. The Future of Fremantle Place and Economic Vision advocates for a sustainable long-term 'protect' solution that maintains the usability of the beach and reflects its important role. Council will work with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for this area. Interim sand replenishment works are being undertaken to provide sufficient time to accommodate the re-planning in this area.

Port and Leighton beaches are heavily used and although Leighton is identified as a District-level coastal node in the hierarchy of coastal nodes contained in the WAPC State Coastal Planning Policy Guidelines (November 2020) which supplement SPP 2.6, it arguably serves more of a regional catchment function. There is a demonstrated need for improved facilities at Port Beach to take the pressure off Leighton Beach and accommodate overall growth in demand for beach use as the population increases. With coastal hazard impacts already evident in this area any reserve planning may well need to provide for additional land for dune systems to establish further back, and land behind those dunes for new recreational facilities safe from erosion and/or inundation over the 100-year planning horizon, i.e. public car parks, cafés, change rooms/toilets, BBQs/shade structures and the like. Due to these factors there may be a need in this area for foreshore reserve depth over and above what a 'normal' SPP2.6 assessment might indicate. This work, however, has not currently been completed and will inform the appropriate response.

Other areas modelled to be at longer-term risk of coastal process impacts include:

- Leighton Beach (to the roadway)
- Fremantle's West End
- Fremantle boat harbours

- South Beach.

Whilst protection works are recommended through the port and harbour area, introduction of a Special Control Area to identify the risk for new development may be appropriate. This may prompt application of increased floor levels for new development which could challenge heritage attributes and access requirements from existing infrastructure, requiring a considered response. Other flood mitigation for low-lying areas may also be required.

Further engagement with the state government regarding the advancement of planning for protection works is recommended.

Because of the longer timeframe for most of this risk, the need for an agreed approach with state agencies (notably Department of Transport and Major Infrastructure and Fremantle Ports) and the complexity and sensitivity of the issue, coastal planning provision is recommended to be addressed through a discrete project in order that it can be properly coordinated and communicated.

4.4.5 Basic Raw Materials

Whilst historically many parts of the City were quarried for limestone, the City no longer contains areas of basic raw materials planned for extraction. The high cost of fill is, however, impacting the feasibility of development of sites such as the Lefroy Road Quarry, emphasising the ongoing importance of this issue more broadly.

Opportunities may exist for local renewable energy harvesting within the City. The Hollis Park Development Area (former landfill site), for example, previously had planning approval for a solar farm. This use was considered an appropriate, and productive, interim use given the site's contamination issues

and remediation required prior to redevelopment and/or alternative uses on the site.

4.4.6 Contamination

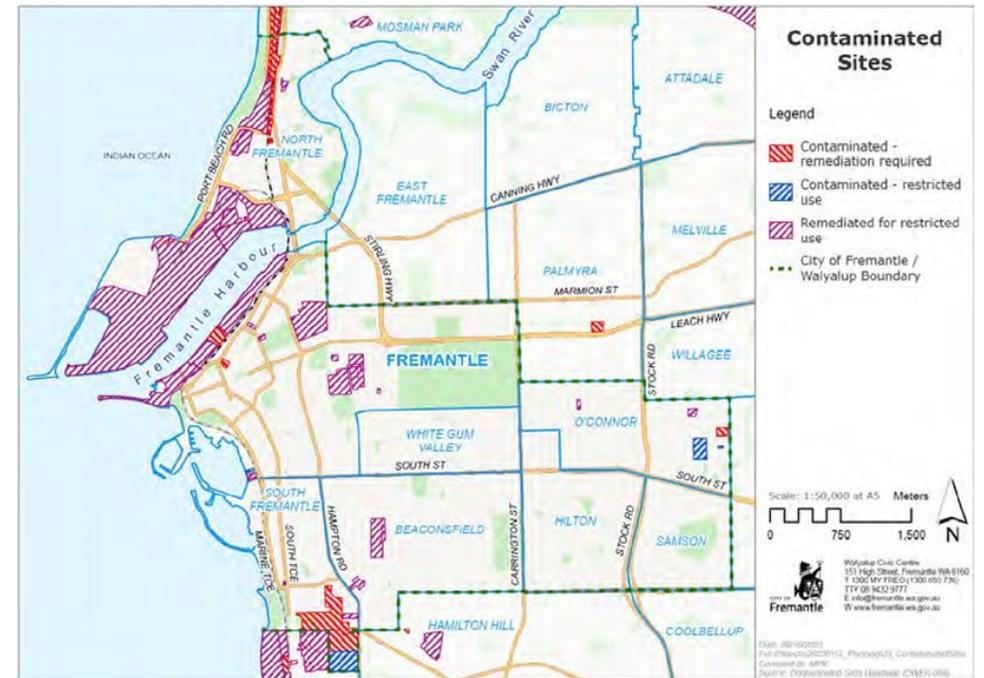
A number of sites within the City have previously been used for potentially contaminating purposes such as former fuel storage, quarry and landfill. Detailed assessment and management and/or remediation that is consistent with legislation will be a prerequisite of redevelopment of these sites.

Specifically, contamination has been assessed to represent a long-term constraint to development within the Hollis Park Development Area (former landfill). Contamination on other sites such as Lefroy Road Quarry and the Knutsford and Swanbourne Street development areas represent a feasibility constraint/factor but not an insuperable one.

The city will continue to apply state legislation & liaise with referral agencies on potentially contaminated sites to ensure contaminated areas are managed in a safe manner.

Further, officers will be looking into options for potentially suitable alternative uses for the contaminated South Fremantle landfill site.

Figure 47: Contaminated sites in the City of Fremantle



4.4.7 Bushfire Planning

In many parts of Western Australia, bushfire threat is increasing due to hotter, drier weather conditions associated with long-term climatic changes and development expansion where urban, rural and natural areas interface. Even within the metropolitan area there is a risk of bushfire, due to the proximity of development to vegetation remnants and bush reserves.

The City contains several areas that have been designated as 'bushfire prone' by the Fire and Emergency Services Commissioner. These are:

- North Fremantle river foreshore

- Southwest portions of Booyeembara Park and Fremantle Public Golf Course, White Gum Valley, including lots along Stevens Street
- Former industrial land bounded by Swanbourne, Knutsford and Amherst Streets
- Sir Frederick Samson Memorial Park, Samson
- A small portion of Stock Road, Hilton
- Clontarf Hill, Beaconsfield
- The former Hollis Park landfill site, South Fremantle.

Figure 48: City of Fremantle Bushfire Prone Area (source: State of WA SLIP)



In 2019, the City engaged accredited Bushfire Planning and Design Practitioner Strategen Environmental Consultants to prepare a Bushfire Hazard Level Assessment for the local government area, to better inform the management of hazards at a strategic level.

The assessment identified only Clontarf Hill as presenting a conflict between zoning (which accommodates duplex development) and bushfire risk. Fortunately, the conflict is largely manageable. It does, however, present a potential constraint to subdivision for a couple of private properties. No changes to the scheme are consequently recommended as a result of this consideration.

Instead, the City implements SPP 3.7 and the associated regulations when assessing new proposals and continues to manage bushfire prone reserves in accordance with approved management plans and practices.

4.4.8 Environment Response

Fremantle has prioritised environmental responsibility for many years, demonstrating considerable leadership in the arena of climate change by declaring the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's built-heritage, vegetation, infrastructure and lifestyle. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures, and ongoing

management of natural areas (including management of the bushfire risk they can pose).

Management of these matters will continue to occur as a matter of course.

Continued promotion and implementation of best practice in natural area and urban water management in established and new developments, as well as infrastructure upgrades will be ongoing to overall reduce water use and improve water cycle and urban forest management outcomes.

The need for articulated coastal planning and the impacts of sea level rise is starting to become apparent. The Future of Fremantle Place and Economic Vision calls for a sustainable long-term 'protect' solution to coastal erosion at Port Beach that retains the usability of the beach and supports its role and function as a regionally important destination. Fremantle Council is working with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for the Port Beach area. Accommodation for district level beach infrastructure at Leighton-Port beach will be necessary in this process to ensure the on-going retention of this key amenity. A Special Control Area to identify the risk for new development may be appropriate.

Overall, the local planning strategy seeks to conserve natural assets through continued sustainable development, protecting and conserving natural resources and areas of value, whilst accommodating consolidation in areas where low carbon living can best be realised.

Planning Response

In summary the City's response to environmental theme aspects include:

1. Climate emergency

Continue to acknowledge the climate emergency and promote sustainable low or no-carbon urban form. Advance responses through both adaptation to the climate emergency impacts, and mitigation of the change.

Actions:

- Promote a walkable and transport-oriented urban structure.
- Maintain energy efficiency criteria for density bonuses.
- Continue to support initiatives which reduce carbon footprint of urban development.

2. Natural Areas & Vegetation

Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.

Actions:

- Maintain open space reservations and appropriate management of regional and local reserves including Bush Forever and significant natural areas sites.
- Review the reserve boundaries for Clontarf Hill Reserve.
- Maintain the Significant Tree and Vegetation Areas register and encourage appropriate landscaping and retention of trees in private land
- Advocate for inclusion of tree planting requirements in R-Codes
- Review landscaping requirements for private development to promote increased canopy

3. Water Resources

Protect water resources and promote best practice management.

Actions:

- Promote application of integrated urban water management solutions in new development and infrastructure upgrades
- Consider need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River, and define any necessary mitigation responses [*Potential Scheme Amendment*]

4. Coastal Protection

Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.

Actions:

- Continue to work with state agencies on management of coastal process risk, including the potential to accommodate appropriate options in planning activities occurring around Port Beach (Region Scheme Amendment & Structure Plan input).
- Consider need for Special Control Areas within the planning.
- scheme to identify areas at long term risk of coastal impacts, and define any necessary mitigation responses [*Potential Scheme Amendment*].
- Promote implementation of Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan and any other foreshore plans as needed.

5. Contamination

Maintain responsible management of contaminated sites pending their remediation.

Actions:

- Continue to apply state legislation & liaise with referral agencies on potentially contaminated sites.
- Recognize long term constraint to development posed by contamination of Hollis Park & consider appropriate interim uses which don't restrict long term redevelopment potential.

6. Bushfire Prone Areas

Application of the SPP and management of bushfire prone areas in the City

Actions:

- Avoid further land-use intensification in bushfire prone areas unless adequately managed.
- Continue to apply SPP and manage bushfire prone areas under the City's control.

4.5 Infrastructure

As an established metropolitan municipality, Fremantle is well serviced by basic infrastructure including roads, marine infrastructure, telecommunications, power and water. As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy. Infrastructure upgrades are most effective when designed and managed with a holistic view of the environment and community they service.

4.5.1 Transport network (people and freight movement)

Fremantle is served by an established regional and freight road and rail transport system. These provide vital connections

between Fremantle and other activity centres, and to its broader catchment. The historic road network and urban structure, however, does create some challenges in meeting growing demand and contemporary (car- and flow-centric) standards, and requires a considered response. A benefit of the established layout is a highly walkable and easily cycled design, which is a focus of the City’s Fremantle’s Integrated Transport Strategy. This strategy promotes a balanced and holistic approach to the management of the transport modes and networks with walking and cycling prioritised over other modes (refer to Figure 33).

Figure 49: Regional Centres and transport links between them (source: City of Fremantle Integrated Transport Strategy)



Some of the evolving transport needs that are increasingly becoming important to address as technologies emerge, and the population increases and ages, are:

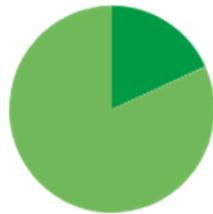
- promoting sustainable short trip transport modes including cycling and walking
- providing for newer technology such as electric powered bikes and scooters
- adapting to an ageing population by catering for PMD’s (Personal Mobility Devices) as well as updating older infrastructure to allow equitable access in line with the DDA
- providing intuitive wayfinding in design for non-personal vehicle traffic that is attractive to the end user (safety, priority and ease of access)
- retrofitting the existing road infrastructure within a heavily built up and confined area to cater for improved sustainable transport options such as public transport priority, cycling, walking and PMD’s.

Of the 27,473 local workers in the City of Fremantle, 5,007 or 18.2% also live in the area.

Figure 50: Residential location of local workers**Residential location of local workers, 2021**

City of Fremantle - All industries

- Live and work in the area
- Work in the area, but live outside



Source: Australian Bureau of Statistics, Census of Population and Housing 2021.
Compiled and presented in economy.id by .id (informed decisions) Excludes residential locations with fewer than 10 people.

Journey to Work (workers) data shows where the City of Fremantle's local workers come from and how far they are travelling to access employment in the area.

The top four locations comprising of 56.6% of workers into the City come from the local government areas of Cockburn (19.4%), Fremantle (18.2%), Melville (14%) and Rockingham (5%). Accordingly, the majority of workers (59.6%) travel to work by car (as driver or passenger) and 9.6% by public transport. Walking accounts for 4%.

4.5.1.1 Public Transport

The Fremantle train station, in the heart of the City, provides public transport access by train to Perth via North Fremantle

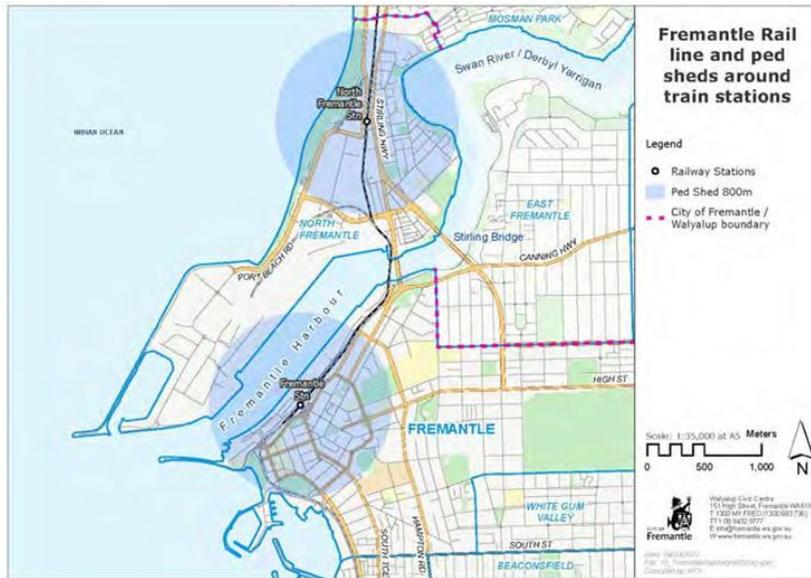
and the western suburbs such as Cottesloe, Claremont and Subiaco. Other metropolitan destinations can be accessed from Perth (Refer to Figure 35).

On the Fremantle line there are 1094 services and 7.47 (2018-19) and 6.173m (2019-20) million boardings per year. Total boardings on Transperth buses in the Fremantle area 8.607 (2018-19) 7.260 (2019-20) million boardings per year (PTA data).

Analysis by Planning and Transport Research Centre on behalf of the RAC in 2019, showed the Fremantle area (ABS Statistical Area, Level 2 (SA2)) as one of the most common origins and destinations to start and complete AM and PM Peak Public Transport journeys in Perth and Peel (Fremantle ranks fifth). These five highest ranking peak hour public transport use areas mostly comprise of areas with high-capacity and high-frequency services such as '900 Series' buses and railway services. They also contain universities, employment hubs and/or entertainment hubs, Fremantle containing all of these. These journeys may represent journeys to and from these areas, meaning Public Transport users are looking to transit either between these places or from home to these areas as a destination.

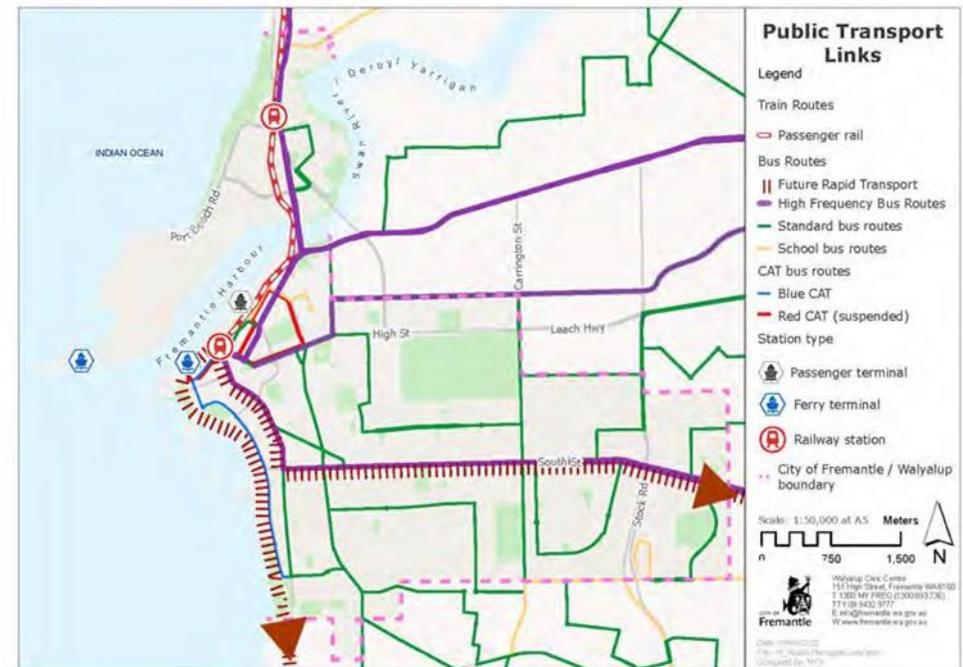
After train stations like Perth and Elizabeth Quay, Fremantle train station varies between the fourth and fifth most patronised train station in visitor visiting times i.e. across the late morning and lunchtime hours and then night dinnertime time hours and the last train home times.

Figure 51: Fremantle rail line and ped sheds around train stations



The bus exchange adjoining the train station provides public transport to the north, east and south of Fremantle. Fremantle and its suburbs are also an important stop on the popular, two-way high frequency circle bus route that circles the inner metropolitan area.

Figure 52: Public transport links (source: City of Fremantle Integrated Transport Strategy)



Opportunities for further urban densification around the railway stations and in established nodes along the high frequency transport corridors is discussed under 4.2 Community, Urban growth and Settlement above, and are provided for in the planning scheme. Further planning around the upgrade of second tier public transport could identify further rapid transport opportunities:

- Along South Street, connecting Fremantle to Murdoch Activity Centre, and the Perth-Mandurah train line; and,

- Along a new north-south route connecting Fremantle to Cockburn Coast, Cockburn Central and to the south-west catchment as indicated on the Perth and Peel @ 3.5 Million Transport Plan.

These two corridors are recognised as priorities for a second-tier transit system by the group of local governments comprising the South West Group (consisting of the Cities of Fremantle, Cockburn, Melville, Kwinana and Rockingham and the Town of East Fremantle).

The two corridors were added to the Infrastructure Australia Priority List in 2021 (South Street) and 2022 (Fremantle to Cockburn). Inclusion on the Priority List means the proposals have been independently assessed by Infrastructure Australia and are considered projects of national significance.

Definition and delivery of these improvements remains subject to the establishment of a business case and funding. Nonetheless, the opportunity has been recorded on the Local Planning Strategy map for future planning.

4.5.1.2 Road Access

Canning and Leach Highway, South Street and Hampton Road are the main feeder roads for vehicular traffic into Fremantle from the east and south. These roads bring traffic from the Kwinana Freeway north/south feeder, and Stirling Highway brings vehicular traffic in from the north. Cockburn Road and Rockingham Road also feed into Hampton Road from the south. Stock Road, Leach Highway and High Street form an important freight link in and out of Fremantle Ports inner harbour. These routes are also used by Fremantle residents to access the wider metropolitan area.

MainRoads WA is currently undertaking the Swan River Crossings Project. The project will:

- replace the existing Fremantle Traffic Bridge
- construct a new dedicated passenger rail bridge increasing passenger and freight rail capacity
- provide modern and safe standard pedestrian and cycling infrastructure
- increase marine safety and navigational clearances for river users
- deliver the next stage of the Fremantle Principal Shared Path (PSP), which will connect North Fremantle Train Station to the Swan River.

The City welcomes the opportunity to provide comment on the major state government project and acknowledges there are outstanding issues to be further clarified including traffic, pedestrian crossings, public transport, cross-sections / contour maps and access road to naval store. The City seeks a commitment to the following issues of importance to the Fremantle community: Cycling connectivity, Architecture, future assets and landownership, replacement of the 'hairpin' turn.

With growing population and continued high car dependency (mostly single occupant), several roads in Fremantle (including Stirling Highway and Hampton Road) are subject to pressure and conflict between demands. Fremantle's Integrated Transport Strategy recognises that continued unconstrained growth is both unsustainable and undesirable, and advocates for increased priority to be placed on pedestrian, cycling and public transport infrastructure to support a mode shift away from car dependence. Maintenance of a functional road network with sufficient capacity along regional district routes to maintain through movement remains an important objective however increased road capacity should not be regarded as the primary objective. Road capacity upgrades have been secured through road widening along Stirling Highway, South Street and along the Curtin Avenue Road alignment.

As per development control policy 5.1 – regional roads (vehicular access), vehicular access for infill and higher density housing is preferred to be obtained by local roads, where available, or rationalised with existing access arrangements, where possible. Areas undergoing redevelopment are to reduce potential points of conflict as a result of frequent intersections and avoid vehicles reversing on to major roads.

In regards to noise sensitive land uses near a transport corridor the City will continue to be guided by State Planning Policy 5.4 – Road and Rail Noise. SPP5.4 Provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. The City will:

- Continue to apply SPP5.4 in considering strategic and statutory planning proposals within or adjoining strategic transport routes.
- Undertake a study of noise impacts from strategic transport routes and consider zoning, development standards and/or the need for special control areas.

4.5.1.3 Freight

A large proportion of Fremantle port freight and all local freight and service vehicles come by road. Road access into and out of Fremantle Port has recently been improved through the High Street upgrade.

Extension of Curtin Avenue to the north remains unprogrammed.

Figure 53: Road links (source: City of Fremantle Integrated Transport strategy)



The freight rail line from the port shares the bridge over the Swan River from North Fremantle into Fremantle with the passenger train (but is proposed to be separated from the passenger line as part of the Swan River Crossing project). It is also constrained in its operation by safety and noise issues as it runs south along Marine Terrace, before heading east to Kewdale from North Coogee.

Until the relocation of container shipping functions occurs, the protection of the regional connections (including the southern freight link) is required. In the event of relocation, the priority

will shift, and further investigation into alternative opportunities will occur. In the event of retention of the port, further planning around the establishment of transport noise control areas would be appropriate.

4.5.1.4 Pedestrian & Cycle

Improvements to the pedestrian and cycle network and amenity remain an ongoing priority for the City though are subject to budget availability. The planned extension of the Perth-Fremantle Principle Shared Path from North Fremantle across Tydeman Road into Fremantle city centre will represent a significant improvement, and facilitate more district and regional cycle movement, and use of cycling as a transport mode (as opposed to a recreational pursuit) between activity and employment centres. It is also likely to further improve Fremantle's popularity as a tourist and 'lifestyle' destination, and the more sustainable development of greater Perth.

Local upgrades and connections are facilitated through individual projects and redevelopment. North Fremantle station received new bike shelter extension and U-rail upgrades in 2019-20, increasing the number of secure bike spaces available.

4.5.1.5 Marine

As befitting a port city, the city centre is also connected by water transport. Fremantle Port and the three harbours, Fishing boat, Challenger and Success, provide access to the Indian Ocean for commercial and leisure activity. The Rottneest ferry regularly commutes passengers to Rottneest from its Fremantle terminals at B shed and North Mole. Cruise ships, up until the COVID-19 pandemic, frequently brought national and international visitors to Fremantle. Space and infrastructure for these uses is secured through the regional reservations and state investment, with reviews currently occurring around Fremantle Port and the harbours.

Access to the water and waterfront uses continues to represent a key planning consideration. The City would like to explore opportunities for better connections between the City and its waterfront, and between nodes, especially pedestrian connections (see 4.5.6 tourism).

Figure 54: Strategic bike network (source: City of Fremantle Bike Plan 2019 - 2024)



4.5.2 Fremantle Port

Fremantle Port remains the primary ocean gateway into Western Australia. In 2019/2020 the independent taskforce Westport assessed the options for the future of Fremantle Port

operations and found that even with billions of dollars' worth of road upgrades, the transport network supporting the Fremantle Inner Harbour would reach capacity by the mid-2030s.

In May 2020, state government endorsed Westport's recommended location and design for a future container port at Kwinana. Work is now proceeding to determine the timetable and details of transitioning freight from Fremantle Port to Kwinana including the preferred location. This is expected to be finalised around mid 2024 and will give more certainty to Kwinana as future container port.

In December 2021 state government established the Future of Fremantle committee to consider land use and economic development opportunities around North Quay and surrounding areas, and to continue developing a new vision for a Victoria Quay Waterfront Precinct. In 2025, the Future of Fremantle released its vision for the area. The City's strategy and scheme will be continually assessed as works is progressed on this process.

The City has identified three critical areas that require early planning and investment to build a strong foundation for Future of Fremantle and an overall positive impact on the broader City of Fremantle:

- Economic revitalisation within the existing City Centre and its connections to waterfront;
- Investigating a clear integrated transport plan for North Fremantle as a District Centre confronting major changes;
- Investigating and advocating for an appropriate governance model / agency to advance the planning and redevelopment, including a central role for local government and integration of land use and transport planning.

A change in the Port's use represents a major planning exercise with significant social, environmental and economic impacts not only for the immediate area but for the whole City and broader region. The City intends to make provision for a sustainable, integrated outcome which supports the long-term evolution of the economy, consolidates Fremantle's role in the region as a primary regional centre and sits comfortably within its context and priorities.

Access into the port is secured through the regional road network, and rail corridor (discussed above). While the Port remains, the City is committed to maintaining adequate access to the port, whilst balancing these needs with other compatible objectives such as improved pedestrian crossing, way finding, and more amenable street environments (refer to Integrated Transport Strategy for further detail). In the future, if demand is reduced, further opportunities in the movement network this presents can be considered.

The port itself is reserved under the Metropolitan Region Scheme, with some surrounding sites zoned Industrial to support associated and compatible land-uses. The long-term need for these sites given the increased provision and use of industrial estates elsewhere in the south- west region is the subject of review.

Port activities are protected from incompatible land uses through inclusion of Special Control Areas within the scheme, and an associated planning policy developed in conjunction with the Port (LPP 2.3).

Summary of the three Fremantle Port inner harbour buffer referral areas as shown in the map in Figure 39 include:

Area 1

Council to:

- refer all applications for development to Fremantle Ports for comment prior to determination of the application.
- notify Fremantle Ports of amendments to the Scheme if they would in any way affect the development potential of land within Area 1.

Area 2

Council to:

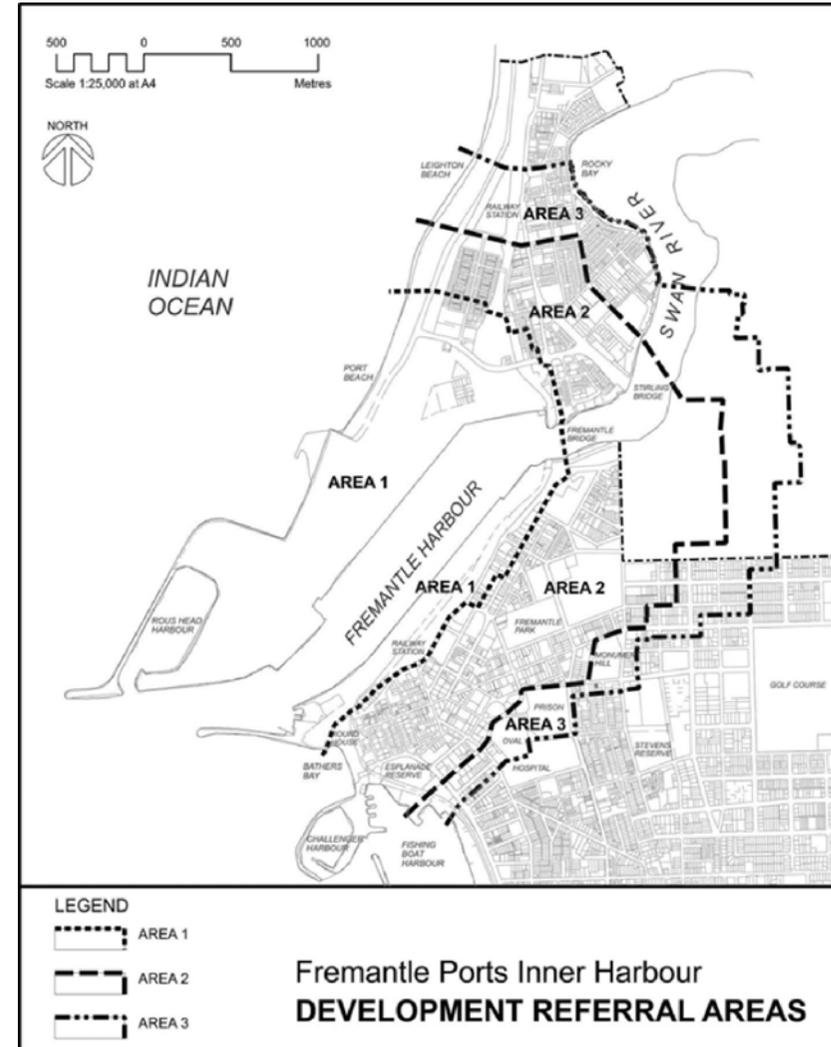
- refer only applications for development to Fremantle Ports for comment if development considered a sensitive use, development would result in a concentration of people, or residential developments incorporating 5 units or more.
- notify Fremantle Ports of amendments to the Scheme if they could result in an increase in the development of sensitive uses within Area 2

Area 3

Council to:

- notify Fremantle Ports of amendments to the Scheme if they could result in an increase in the development of sensitive uses within Area 3.

Figure 55: Fremantle Port Special Control Area (source: LPS4 & LPP 2.3)



4.5.3 Telecommunications

As an established urban area, the City enjoys good access to telecommunications through an established cable and radiocommunications network. With the growth in data use, technological advances, and the City's aspirations for economic development, ongoing upgrade of the network is desirable. The City will, therefore, continue to advocate for telecommunication (including fibre) upgrades to support economic development. The development of telecommunications infrastructure is largely undertaken independently of the local planning framework under commonwealth legislation. Some infrastructure, however, continues to require local approval, particularly where it may impact upon visual amenity, or on heritage areas. Review of the City's Telecommunications local planning policy (D.B.M9) is recommended to ensure that it is consistent with State Planning Policy 5.2 and reflects contemporary standards and expectations.

4.5.4 Servicing (Gas Pipeline, Water Corporation, Western Power)

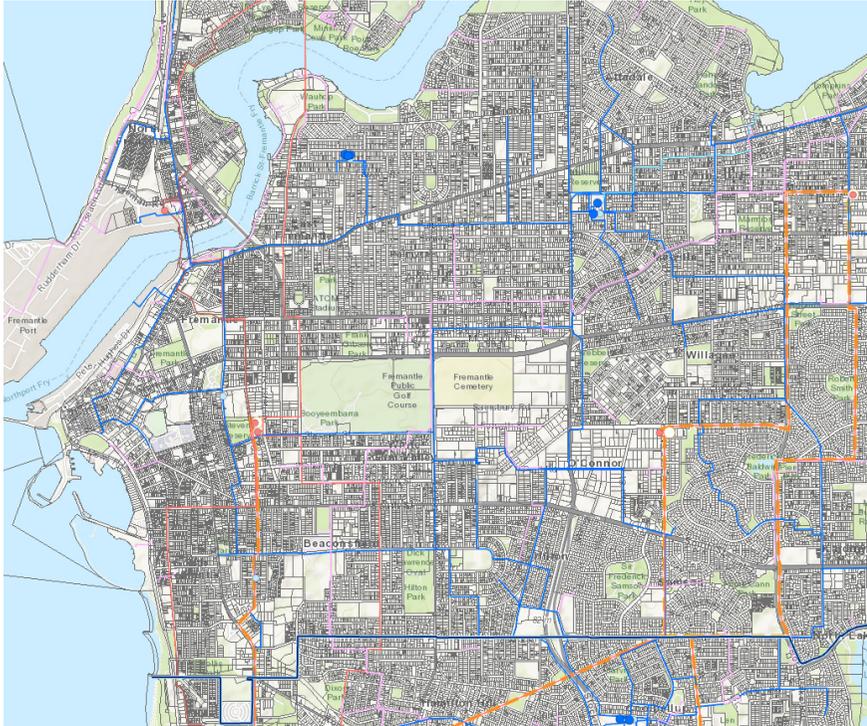
As an established metropolitan local government, Fremantle is well serviced by an established energy, water and wastewater network. As infrastructure ages, service upgrades will become increasingly necessary. Delivery of upgrades in a manner which is sensitive to both the heritage character of areas, and the future operational needs of a growing population and economy, is required. The City advocates pursuing innovative and more sustainable service options (such as the shared battery trialled at Knutsford East Village, and opportunities for water harvesting and reuse) where feasible.

Perth and Peel at 3.5 million and the Central Sub-Regional Framework identify the following service upgrades for electricity supply in the City of Fremantle area:

- Upgrade 132kV Infrastructure Substation Edmund Street
- Upgrade 132kV Infrastructure Substation O'Connor
- Upgrade 132kV Infrastructure Line Route South Fremantle Terminal to Edmund Street
- Upgrade 132kV Infrastructure Line Route South Fremantle to O'Connor to Myaree to Australian Paper Mills to South Fremantle

Consideration should also be made for development abutting existing or future transmission infrastructure including substation/terminal site(s) as well as easements and safe clearance corridors as shown in Figure 41.

**Figure 56: Western Power transmission infrastructure
(Source: PlanWA SLIP Database)**



Extension of / upgrade of wastewater infrastructure currently represents a constraint to development in the following locations:

- Strang Street Mixed Use area
- Brockman Place Mixed Use area
- Knutsford Street East Development Area.

The cost of water pressure upgrades is also cited as a feasibility challenge for mixed use development in particular.

Discussion with Water Corporation has confirmed that water servicing issues can all be addressed but do present a cost to development. Early discussion with Water Corporation is encouraged as it assists in long term network planning.

Access to the water and waterfront uses continues to represent a key planning consideration. The City would like to explore opportunities for better connections between the City and its waterfront, and between nodes, especially pedestrian connections.

The City would be open to considering opportunities for development contributions towards infrastructure renewal to accommodate increasing population taking into account impact on development feasibility and flow on implications for other objectives.

4.5.5 Coastal

The southern beaches (harbour mouth to South Beach and beyond) and Port Coastal Hazard Risk Management Adaptation Plans (CHRMAs) identified increasing erosion and inundation risk mostly associated with the impacts of modelled sea level rise (refer to above).

The CHRMAPs identify response options and pathways, with work currently occurring on interim protection works at Port Beach. As per the Future of Fremantle Place and Economic Vision, a sustainable long-term 'protect' solution to coastal erosion at Port Beach is to be achieved that maintains the usability of the beach and supports its role and function as a regionally important destination. Work will occur in conjunction with the state and key landowners to review re-planning opportunities north of Tydeman Road. Maintenance of road access and the district level beach facilities (as well as wide sandy beaches and foreshore reserve) are important priorities

for the City in this process, noting that Port and Leighton beaches service a very deep catchment due to their connection to eastern suburbs available through Canning Highway and High Street / Leach Highway, and the absence of alternatives available through central Fremantle due to the port and Fremantle harbours.

In the longer term, significant infrastructure investment to mitigate sea level rise and coastal process impacts have been identified as potentially necessary through the harbour mouth and south through the three Fremantle Boat Harbours in adapting to sea level rise and coastal process impacts. Given state management of the port and harbour areas, primary responsibility is anticipated to be taken by it.

Any replanning of north quay associated with the relocation of the port will need to address this issue.

Monitoring and regular discussions regarding coastal management occur between the City and Department of Transport and Major Infrastructure.

4.5.6 Tourism

Fremantle remains the one of the most visited destinations in Perth, providing a significant international, interstate and local attraction. The majority of the underlying physical infrastructure that maintains and promotes this level of tourism is the City's historic layout, built heritage and waterside location.

In terms of accommodation infrastructure there are 526 properties in the City offering accommodation. This includes self-contained and hotel

/ motel offerings. The City supports the addition of hotels and has approvals in the development pipeline for over 450 rooms

(i.e. Spicer's site, 45 Henderson, 67 South Terrace, 19 Essex Street and former Woolstores site).

Short-stay accommodation plays a significant role in supporting Fremantle's visitor economy. Accordingly, the City has taken a proactive approach since 2008 in managing certain forms of accommodation through the City of Fremantle Short Stay Accommodation Local Law.

Considering the continually evolving nature of this accommodation type, the City welcomes State Government work in this area including updated model local planning scheme land use definitions relating to different types of short-term rental accommodation, and updated planning guidance to greater assist local governments in appropriately regulating short-term rentals.

The City's planning focuses on maintaining these attributes as well as providing for sympathetic new development that is compatible with the area's primary functions, and enhances linkages between key tourist nodes.

In recent times the upgrades to the cruise ship terminal on Victoria Quay improved the gateway for tourists from this transport mode.

Further tourism infrastructure identified by the City for consideration and advocacy between agencies includes:

- Improvements to the crossing from the cruise ship terminal into central Fremantle.
- Improvements to the waterfront, and the connections between it and the City more generally.
- Additional heritage conservation, trails and interpretation.
- Upgrades to wayfinding.

- Upgrades to the railway station forecourt including the surrounding road and pedestrian network.
- Maintain flexible but managed provision for short stay accommodation throughout Fremantle

4.5.7 Infrastructure Direction

As an established metropolitan municipality, the City's hard infrastructure (its roads, rail, port, power, water and wastewater systems, telecommunication, recreational and civic buildings) is well established, having been progressively installed and periodically upgraded over the past 200 years since Fremantle was first settled by Europeans. The infrastructure supports businesses, residents and visitors however is aging and, in many areas, in need of significant upgrade.

As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy.

A number of new projects are identified as desirable in response to changing needs and opportunities, including coastal infrastructure in response to sea level rise and the changing coastal environment, and improved public transport to connect the south and bicycle infrastructure.

Infrastructure upgrades are most effective when designed and managed with a holistic view of the environment and community they service. The City assesses the state of current infrastructure and priority is given to improving and maintaining the network over new works.

As this theme promotes the delivery of infrastructure in a coordinated manner by both public and private agencies, the City has liaised with the following service provider or agency responsible for the relevant infrastructure at the local planning

strategy stage to ensure the close integration of land use planning and servicing:

- The Department of Transport and Major Infrastructure
- Fremantle Ports
- Water Corporation
- Main Roads WA
- Department of Education

Overall, the response to this theme is to maintain current connections, promote holistic design, continue to advocate for improved public transport connections, maintain port access and buffers, support increased servicing in development areas, as well as sustainable solutions, support sympathetic to the heritage telecommunications infrastructure and be open to different models to fund infrastructure needs.

Planning Response

In summary the City's response to infrastructure theme aspects include:

1. *Transport*

Accommodate growing regional movement demands without undermining the fine grain network and active transport opportunities Fremantle has long championed. Reconcile both place and movement objectives in their planning and design to ensure the optimal use of land and provision of parking.

Actions:

- Maintain freight access to Port accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents

- Review parking provision and management, and review scheme parking standards [*Potential Scheme Amendment*].
- Promote holistic design and decision making in considering road and transport upgrades to maintain both district, regional, and fine grain local connectivity, through application of movement place framework (or similar).
- Following confirmation of future freight / transport taskforce, review transport noise projections and potential benefit of introducing Transport Noise Special Control Areas into scheme to provide mitigation [*Potential Scheme Amendment*].
- Continue to advocate for second tier public transport links to support district movement of workforce and population
- between employment and activity centres. Following confirmation of route, mode and funding, undertake further corridor planning to ensure that access and catchments are optimised [*Potential Scheme Amendment*].
- Maintain an urban structure which supports walking and cycling as preferred modes of transport, with high levels of permeability, accessible consolidated activity centres, passive surveillance, high quality streetscapes and public realm [Structure Plan input].

2. Port

Support continued operation of Fremantle Port pending firm decision and action to relocate.

Actions:

- Maintain buffers around Fremantle Port commensurate with operational needs and risks.
- Maintain freight access to Port.

3. Coastal Infrastructure

Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts.

Actions:

- Continue to monitor shoreline and water level movement (in conjunction with Department of Transport and Major Infrastructure and adjoining Local
- Authorities).
- Continue to liaise with state agencies regarding long term protection works through port and harbours.
- Establish Coastal Process Special Control Areas within the planning scheme [*Potential Scheme Amendment*].
- Develop plans for coastal nodes. Including: Promotion of district level facilities in any redevelopment at Port Beach to complement those at Leighton and at risk of coastal processes (Region Scheme Amendment & Structure Plan input)
- Participate in development of Fremantle Boat Harbours Masterplan and subsequent review of LPP.

4. Servicing

Promote service extensions to development areas.

Actions:

- Liaise with Water Corporation regarding sewer extension to Strang Street South Fremantle & Knutsford
- Support innovative more sustainable service solutions such as shared battery schemes and water reuse where feasible and appropriate (Potential Structure Plan input)

5. *Tourism*

Protect and celebrate history and built heritage. Promote improvements to tourist destinations and access. Support compatible tourist activities in central Fremantle.

Actions:

- Advocate for improved connectivity into and between tourist destinations in and around Fremantle (including Victoria Quay, Arthur Head & Roundhouse, Bathers Beach, Fishing Boat Harbour, Fremantle Markets, Fremantle Prison) and connections to Cottesloe, Perth and Coogee Beach.
- Maintain flexible but managed provision for short stay accommodation throughout Fremantle.
- Support tourist uses compatible with the area's primary functions in reviews of Victoria Quay and Fremantle Boat Harbours.

6. *Telecommunications*

Maintain efficient telecommunications network and provision for growing demands.

Actions:

- Review and update Local Planning Policy DBM7 – Telecommunications.
- Continue to advocate for telecommunication (including fibre) upgrades to support economic development.

7. *Funding*

Equitable and effective provision for funding of infrastructure upgrades within a highly constrained environment from a limited rates base and with legal and practical restrictions on development contributions.

Action:

- Reconsider opportunities for development contributions towards infrastructure renewal to accommodate increasing population and need taking into account impact on development feasibility and flow on implications for other objectives