



# Agenda

## Strategic Planning and Transport Committee

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Wednesday, 20 November 2019, 6.00pm



**CITY OF FREMANTLE**  
**NOTICE OF A STRATEGIC PLANNING AND TRANSPORT**  
**COMMITTEE MEETING**

Elected Members

A Strategic Planning and Transport Committee meeting of the City of Fremantle will be held on **Wednesday, 20 November 2019** in the North Fremantle Community Hall, located at 2 Thompson Road, North Fremantle commencing at 6.00 pm.

A handwritten signature in black ink, appearing to read 'Paul Garbett', with a long horizontal stroke extending to the right.

Paul Garbett  
**Director Strategic Planning and Projects**

15 November 2019

## Table of Contents

Contents		Page
1.	Official opening, welcome and acknowledgement	1
2.	Attendance, apologies and leaves of absence	1
3.	Election of Presiding Member and Deputy Presiding Member	1
4.	Disclosures of interests	1
5.	Responses to previous questions taken on notice	1
6.	Public question time	1
7.	Petitions	1
8.	Deputations	1
9.	Confirmation of minutes	2
10.	Elected member communication	2
11.	Reports and recommendations	2
11.1	Committee delegation	3
SPT1911-1	POTENTIAL SCHEME AMENDMENT - 59 ELLEN STREET FREMANTLE - PRELIMINARY ENGAGEMENT & INITIATION	3
SPT1911-2	CLIMATE CHANGE IN WESTERN AUSTRALIA ISSUES PAPER - PROPOSED SUBMISISON	8
11.2	Council decision	11
SPT1911-3	PROPOSED SCHEME AMENDMENT NO. 79 - OMNIBUS AMENDMENT - OUTCOMES OF ADVERTISING AND FINAL ADOPTION	11
SPT1911-4	CAR SHARE POLICY SG57 - REVIEW	19
11.	Motions of which previous notice has been given	25
12.	Urgent business	25
13.	Late items	25

<b>14. Confidential business</b>	<b>25</b>
<b>15. Closure</b>	<b>25</b>
<b>Agenda Attachments</b>	<b>1</b>
SPT1911-2 CLIMATE CHANGE IN WESTERN AUSTRALIA ISSUES PAPER - PROPOSED SUBMISISON	3
SPT1911-3 PROPOSED SCHEME AMENDMENT NO. 79 - OMNIBUS AMENDMENT - OUTCOMES OF ADVERTISING AND FINAL ADOPTION	31
SPT1911-4 CAR SHARE POLICY SG57 - REVIEW	39

**CITY OF FREMANTLE**

**Strategic Planning and Transport Committee**

**Agenda**

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**1. OFFICIAL OPENING, WELCOME AND ACKNOWLEDGEMENT**

We would like to acknowledge this land that we meet on today is the traditional lands of the Whadjuk people and that we respect their spiritual relationship with their country. We also acknowledge the Whadjuk people as the Traditional Owners of the greater Walyalup area and that their cultural and heritage beliefs are still important to the living Whadjuk people today.

**2. ATTENDANCE, APOLOGIES AND LEAVES OF ABSENCE**

Mayor Brad Pettitt has approved leave of absence.

**3. ELECTION OF PRESIDING MEMBER AND DEPUTY PRESIDING MEMBER**

**4. DISCLOSURES OF INTERESTS**

Elected members must disclose any interests that may affect their decision-making. They may do this in a written notice given to the CEO; or at the meeting.

**5. RESPONSES TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

There are no responses to public questions taken on notice at a previous meeting.

**6. PUBLIC QUESTION TIME**

Members of the public have the opportunity to ask a question or make a statement at council and committee meetings during public question time.

Further guidance on public question time can be viewed [here](#), or upon entering the meeting.

**7. PETITIONS**

Petitions may be tabled at the meeting with the agreement of the presiding member.

**8. DEPUTATIONS**

**8.1 Special deputations**

A special deputation may be made to the meeting in accordance with the City of Fremantle Meeting Procedures Policy 2018.

There are no special deputation requests.

**8.2 Presentations**

Elected members and members of the public may make presentations to the meeting in accordance with the City of Fremantle Meeting Procedures Policy 2018.

## **9. CONFIRMATION OF MINUTES**

### **Officer's recommendation**

**Note that the minutes of the Strategic Planning and Transport Committee meeting dated 18 September 2019 were confirmed as a true and accurate record at the Ordinary Meeting of Council held 16 October 2019.**

## **10. ELECTED MEMBER COMMUNICATION**

Elected members may ask questions or make personal explanations on matters not included on the agenda.

## **11. REPORTS AND RECOMMENDATIONS**

## 11.1 COMMITTEE DELEGATION

### **SPT1911-1 POTENTIAL SCHEME AMENDMENT - 59 ELLEN STREET FREMANTLE - PRELIMINARY ENGAGEMENT & INITIATION**

<b>Meeting Date:</b>	20 November 2019
<b>Responsible Officer:</b>	Manager Strategic Planning
<b>Decision Making Authority:</b>	Committee
<b>Agenda Attachments:</b>	Nil
<b>Additional information:</b>	1. Schedule of Submissions – Preliminary Consultation 2. Site Photos

## **SUMMARY**

The City has received a request to consider an ‘additional use’ of Veterinary Hospital for a property at No. 59 Ellen Street, Fremantle which has previously operated as a medical centre. The property is currently zoned Residential under Local Planning Scheme No. 4 (LPS4) which precludes this use.

At its meeting on 21 August 2019, the Strategic Planning and Transport Committee resolved to undertake preliminary community consultation on the idea of applying additional use rights to the site for Veterinary Clinic, Veterinary Hospital, Consulting Rooms, Medical Centre and Office. The previous use of the site, its current configuration and its location were noted as reasons to explore the idea of a scheme amendment.

The City undertook preliminary community consultation on the amendment proposal between September and October 2019. A total of 19 submissions were received, all of which expressed support for or no objection to the amendment.

This report considers the outcomes of the preliminary consultation and recommends that Council formally initiate a ‘standard’ amendment to LPS4 to allow for the above-mentioned additional uses on the site.

## **BACKGROUND**

The subject site is located immediately to the south of Fremantle Park, on the corner of Ellen Street and Ord Street, Fremantle. It is currently zoned Residential with a density of R35, and contains a vacated Single house which was most recently used as a Medical Centre (known as *Ellen Health*). The Medical Centre use was able to operate under the non-conforming use rights of LPS4; however these have now lapsed meaning the site has returned to the base Residential zoning with a limited number of permissible uses.

Earlier this year, the City was approached by a prospective purchaser of the property wishing to use it to establish a local veterinary hospital, a use which is not permissible within a Residential zone. This was considered by the Strategic Planning and Transport Committee on 21 August 2019 (refer Item1908-1). As noted in that report, the building on the site is recognised as having heritage significance under the City’s Local Heritage Survey, and the site is also heritage-listed under LPS4. Further, the property also



contains two line-marked hardstand areas for car parking, which were associated with the previous medical use. There are two access points for these car parks, via Ellen Street and Ord Street.

The Strategic Planning and Transport Committee resolved to commence preliminary community consultation on the idea of applying 'additional uses' to the site of Veterinary Clinic, Veterinary Hospital, Consulting Rooms, Medical Centre and Office (refer Item1908-1). Officers recommended other complimentary additional uses to Veterinary Hospital to ensure a degree of flexibility for future changes in land use, and acknowledging the previous medical practice which operated from the site. If gazetted, these additional uses would be listed under Schedule 2 of the LPS4 text alongside any relevant conditions (to be determined).

This report considers the outcomes of the preliminary consultation, and discusses the subsequent process forward.



*Figure 1: Location of subject site and additional uses proposed*

The proponent is intending to operate a Home Business veterinary practice from the premises as an interim measure, whilst the City considers the scheme amendment proposal; the Home Business use was approved on 7 October 2019 (DA0290/19). Its approval was subject to certain conditions regarding hours of operation, the area of the business and number of staff employed to align with the restrictions associated with a Home Business.

## **OFFICER COMMENT**

### Outcomes of Consultation

The City undertook preliminary community consultation on the proposed amendment in accordance with Local Planning Policy 1.3 between 13 September 2019 – 11 October 2019.

A total of 19 submissions were received, as outlined in the Schedule of Submissions provided as Additional Information. The vast majority expressed support for the proposal.

A summary of the key comments made in submissions is as follows:

- The idea of a veterinary practice is welcomed within central Fremantle as there is currently no service of this nature available in the local area.
- The location of a clinic in close proximity to established residential areas will be of benefit to local residents.
- There is ample parking on the site for clients of the practice.
- A business operating from the building will improve the amenity of the street.
- The clinic will provide an opportunity for the existing house to be restored.

Only one point of concern was expressed: that the veterinary clinic may increase the number of dogs utilising Fremantle Park, and might exacerbate an existing safety concern for younger children who use the playground particularly if dogs are off-lead; the submitter recommended that the children's playground be fenced to mitigate this concern.

#### Officer Comment on Outcomes of Consultation

As detailed in the previous officer report from August 2019, the proponent cited a number of points in their initial request to justify the need for a scheme amendment on the subject site. One of the key items raised was in respect to the previous medical use occupying the site and the fact that the proposed veterinary hospital would operate in a very similar fashion, particularly in terms of the number of staff employed and the practice operating hours. Also noted were the minimal physical changes required to the existing property, with the existence of 16 on-site car parking bays and only minor works required to the existing heritage-listed single house to facilitate the additional use. It was also stated that there was a current lack of veterinary clinics within close proximity to the Fremantle City Centre and that a business on this site would suitably address the demand for this service.

Submissions received during consultation have indicated a high level of support for the idea of amending the scheme to support additional uses on the site. Comments received have reiterated many of the points raised by the proponent in their initial justification, and many have made positive reference to the convenience of the previous medical centre use on the site (Ellen Health). A number of submissions, including from the Fremantle Chamber of Commerce, indicated a strong desire for additional services, such as veterinary clinics, to be located within close proximity to the Fremantle City Centre. Activation of the currently vacated building is also strongly desired, particularly by those submitters who reside in close proximity to the subject site.

The previous report on this amendment discussed some of the strategic implications of this proposal. It is reiterated that spot re-zonings of this nature are by-and-large not supported by the City, given these can undermine a more strategic approach to planning

by considering proposals in isolation. The rationale for supporting this proposal documented in the previous report is, however, maintained (as an ‘on balance’ recommendation), and is now reinforced by a (relatively) high level of public support. Taking these factors into account, initiation of a formal scheme amendment for the site is recommended. Once initiated, and assessed by the EPA, a further round of statutory community consultation will be undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

With regards to the concern raised in one submission regarding the potential increase in dog usage arising from the proposal, this is noted but considered unlikely to be marked. The concern has, however, been referred to the City’s Parks team for consideration in future management and upgrade of Fremantle Park.

## **FINANCIAL IMPLICATIONS**

An application fee (in accordance with the Council’s adopted Schedule of Fees and Charges) applies to proponent-led scheme amendments. This represents revenue to the City intended to cover the administrative costs of dealing with the scheme amendment request.

## **LEGAL IMPLICATIONS**

The scheme amendment process is provided for in the *Planning and Development Act 2005* and regulated through the *Planning and Development (Local Planning Schemes) Regulations 2015*.

## **CONSULTATION**

Preliminary consultation on the scheme amendment was undertaken in accordance with Local Planning Policy 1.3 between 13 September and 11 October 2019. A total of 19 submissions were received, the vast majority expressed support for the proposal.

Should Council formally initiate an amendment to the scheme, further consultation will be required in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Policy 1.3.

## **VOTING AND OTHER SPECIAL REQUIREMENTS**

Simple Majority Required

## **OFFICER’S RECOMMENDATION**

**The Strategic Planning and Transport Committee, acting under Delegation 1.1:**

- 1. Note the submissions received during the consultation on the potential scheme amendment provisions.**

2. In accordance with section 75 of the *Planning and Development Act 2005*, resolve to amend Local Planning Scheme No. 4 by inserting the following into *Schedule 2 – Additional Uses* of the scheme text, as follows:

No.	Description of Land	Additional Use	Conditions
3	59 (Lot 5 on Plan 4320 Certificate of Title 1700/129) Ellen Street, Fremantle	Veterinary Clinic, Veterinary Hospital, Consulting Rooms, or Medical Centre	A maximum of 10 animals to be kept on site overnight, and to be supervised at all times by a vet or nurse.

3. In accordance with regulation 35(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, determine that Amendment No. 81 is a standard amendment for the following reasons:-
- It is an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment.
  - It is an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.
4. Authorise the Mayor and Chief Executive Officer execute the relevant scheme amendment documentation.
5. In accordance with section 81 of the *Planning and Development Act 2005* submit Amendment No. 81 to the Environmental Protection Authority for determination of whether an environmental review is required.
6. Subject to the Environmental Protection Authority determining that an environmental review is not required, and in accordance with regulation 47 of the Planning and Development (Local Planning Schemes) Regulations 2015, advertise Amendment No. 81 for public comment in accordance with the applicable provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 and Local Planning Policy 1.3 Public Notification of Planning Proposals.

**SPT1911-2 CLIMATE CHANGE IN WESTERN AUSTRALIA ISSUES PAPER -  
PROPOSED SUBMISISON**

<b>Meeting date:</b>	20 November 2019
<b>Responsible officer:</b>	Manager Strategic Planning
<b>Decision making authority:</b>	Strategic Planning and Transport Committee
<b>Agenda attachments:</b>	<ol style="list-style-type: none"><li>1. Proposed Climate Change Issues in Western Australia Paper Submission</li><li>2. Proposed Extended Response to Climate Change in Western Australia Issues Paper</li></ol>
<b>Additional information:</b>	<ol style="list-style-type: none"><li>1. Climate Change in Western Australia Issues Paper</li></ol>

**SUMMARY**

The state government has released a Climate Change in Western Australia Issues Paper and invited public comment on this.

The purpose of this report is to establish the basis of the City's response to the Issues Paper, drawing on the direction established through its One Planet Strategy and subsidiary documents and policy directions, and the Climate Change Policy Statement and draft submission prepared by the Western Australian Local Government Association. Key points include:

1. Acknowledgement that climate change represents one of the most crucial issues affecting the community and future generations.
2. Local governments and local communities have been active in seeking to address the matter.
3. Leadership and the establishment of clear targets and supporting policy direction from state (and federal) governments are vital to advance a coordinated and effective effort to mitigate climate change. This should include identification of sectors generating most emissions and, therefore, where greatest gains could be made.

The need for ongoing research and the use of robust evidence basis for policy directions and initiatives is also proposed.

This report recommends that Council note the release of the Issues Paper for public and endorse Attachments 1 and 2 as the basis of its submission on the document.

**BACKGROUND**

The state government has released a Climate Change in Western Australia Issues Paper, as part of a request for submissions that will inform the development of the state government's Climate Policy.

Environmental responsibility and addressing climate change represent strategic objectives of Council's, as outlined in the Strategic Community Plan, the One Planet Strategy, the Climate Change Adaption Plan and the recent declaration of climate emergency (refer Item C1905-1).

The purpose of this report is to consider the issues paper and determine the City's response.

Draft responses have been prepared in both the format sought by the Department of Water and Environmental Regulation, and in an extended response which seeks to address the matter more coherently from a metropolitan local government perspective (refer attachments 1 and 2).

Consultation on the issues paper closes on 27 November 2019.

## **OFFICER COMMENT**

The issues paper is relatively brief with input sought on the challenges and how the state might best respond to climate change within different spheres / activities.

Fundamental components of the City's proposed response are that:

1. Climate change represents one of the most crucial issues affecting the community and future generations.
2. Local governments and local communities have been active in seeking to address the matter.
3. Leadership and the establishment of clear targets and supporting policy direction from state (and federal) governments are vital to advance a coordinated and effective effort to mitigate climate change. This should include clear identification of sectors generating most emissions and, therefore, where greatest gains could be made.
4. Policy directions, initiatives and strategies should be based on robust information and take an evidence-based approach in response.

Key issues for Fremantle proposed to be flagged in the submission include:

1. The need to address regulatory issues that limit the ability of local government authorities to purchase renewable energy.
2. The need to resolve infrastructure issues that limit the current capacity of the grid to support renewable energy uptake.
3. The need for the state to establish clear and robust renewable energy targets and a coherent approach to shifting the grid to renewable energy.
4. The need for greater investment to transition mobility away from car dependence, to support the use of public transport, walking, cycling and other sustainable transport modes, and to establish sustainable mode share targets to guide this.
5. The need to more effectively address the heat island effect by supporting the conservation and expansion of urban tree canopy.
6. The need for greater support for vulnerable people, such as those experiencing mobility disabilities, ill-health or limited access to shelter, who are at greater risk during and after extreme weather events, fire and natural disasters.
7. The need to be more proactive to address the risks of coastal erosion and inundation due to sea level rise and increased severity and frequency of storms.
8. The desirability of amending the Local Government Act to clarify liability in relation to climate-related events as flagged by WAGLA.
9. Greater support for conservation of remnant vegetation.

10. Stronger more effective promotion of sustainable and energy efficient development, including urban design and construction standards.

The proposed submissions seek to draw on the conclusions the City has reached in developing its strategic response to this matter through the One Planet Strategy and subsidiary documents and policies, and the policy statement and draft submission prepared by the Western Australian Local Government Association.

### **FINANCIAL IMPLICATIONS**

Nil

### **LEGAL IMPLICATIONS**

Nil

### **CONSULTATION**

Nil. The report proposes a submission on a state government document available for public consultation. The submission draws on the direction established by Council through its strategic documents which have been prepared in consultation with the community.

### **VOTING AND OTHER SPECIAL REQUIREMENTS**

Simple Majority

### **OFFICER'S RECOMMENDATION**

**That Council note the release of the Climate Change Issues Paper for public comment by the state government and endorse Attachments 1 and 2 as the basis of its submission on the document.**

## 11.2 COUNCIL DECISION

### **SPT1911-3      PROPOSED SCHEME AMENDMENT NO. 79 - OMNIBUS AMENDMENT - OUTCOMES OF ADVERTISING AND FINAL ADOPTION**

<b>Meeting Date:</b>	20 November 2019
<b>Responsible Officer:</b>	Manager Strategic Planning
<b>Decision Making Authority:</b>	Council
<b>Agenda Attachments:</b>	1. Amendment to the Scheme Map
<b>Additional Information:</b>	1. Previous Council Report 2. Schedule of Submissions

## **SUMMARY**

The City has undertaken community consultation on a proposed standard scheme amendment (No. 79) to Local Planning Scheme No. 4 (LPS4). The amendment proposes changes in four broad categories:

1. Updates to amend references to the Residential Design Codes (R-Codes) in order to reflect changes introduced via State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments (Design WA)
2. Administrative fixes to correct minor errors and reflect current legislation
3. Minor changes to amend some land use permissibility
4. Minor Scheme map changes to align with changes to the region scheme and correct unzoned land and misaligned zones.

The changes are administrative and / or minor in nature and so have been bundled into an omnibus amendment for the sake of efficiency.

Community consultation on the amendment was undertaken from 12 September to 24 October 2019, during which period 6 public and one agency submissions were received. These were generally supportive, though with several queries and suggestions made, particularly in relation to density potential at the Rose Hotel site.

It is recommended that the amendment proposal be endorsed by Council and referred to the Western Australian Planning Commission with a recommendation for final approval by the Minister for Planning.

## **BACKGROUND**

The *Planning and Development Act 2005* provides for local governments to prepare local planning schemes to guide the use and development of land in their area. These are to be maintained through periodic review and amendment.

As part of this maintenance program, a series of minor issues were identified as in need of update. These include: references to obsolete legislation, typographical errors, updates to the scheme map to reflect minor changes in the regional reserve along Stirling Highway and several other minor zoning anomalies. Changes arising from



gazettal of State Planning Policy 7.3 - Residential Design Codes Volume 2 (SPP 7.3) have also been identified (refer item SPT1905-4). Finally, some changes to correct historical land use definitions and update minor items within the land use zoning table were suggested.

These were compiled into an omnibus amendment which was initiated by Council on 26 June 2019, and consequently processed and advertised in accordance with the *Planning and Development (Local Planning Schemes) Regulation 2015*. For further detail, refer to the original June 2019 report provided as Additional Information 1 to this report.

The purpose of this report is to consider submissions received during the consultation period and determine the recommendation to be made to the Western Australian Planning Commission.

## **OFFICER COMMENT**

The City undertook public consultation for 42 days as required for a standard scheme amendment in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City's Local Planning Policy 1.3. Consultation took the form of:

- signs on site to the three properties undergoing major rezoning (101 Stirling Highway, North Fremantle; 82-84 Stirling Highway, North Fremantle; 25 Amherst Street, Fremantle),
- letters to owners and residents within 100m of the above sites and sites adjoining 42-52 Paget Street, Hilton,
- Advertising in the local paper
- Advertising via the City's MySay website.

The proposal was advertised from 12 September to 24 October 2019, during which six submissions were received; one fully in support, with the balance providing comments and queries but not significant objection. Submissions received are outlined in the attached Schedule of Submissions (Additional Information 2) and summarised below:

- Generally supportive after having the proposal at the Rose Hotel site explained. Initial concern was that the trend for apartment buildings along Stirling Highway would continue into the future without Councillors being able to protect residents from their adverse effects such as parking and traffic problems.
- Supportive of Rose Hotel rezoning provided it only reflects the existing use and density rather than introducing higher density, and is reflective of the adjoining uses.
- Development within DA 15 area (Rose Hotel site) should not need to use section 4.2.5 of the Scheme as the subject area exceeds a density of R60 and is closer to R80. We are concerned the R35 density will result in the building contravening Local Planning Scheme No. 4. This creates future uncertainty in the face of any disaster or destruction of the building and it also has the potential to affect property value. It is important to note valuers and future purchasers will be less satisfied to have a lower density zoning than what actually exists. It will create confusion as to the reason why should Council down zone existing approved development. I feel that this issue would concern all home owners within the DA 15 zone.

- The Rose Hotel site should have a density closer to R80, rather than R35, as it is located near a train station, public open space and amenities and shops. The WAPC's *Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development* encourages higher density in locations such as this.
- Support the changes to Paget Street on condition that any activity is low scale and does not impact amenity of adjoining residential units. No obtrusive advertising signage is permitted on the exterior of buildings or changes permitted to the exterior fabric of the building. That there is a limit to the number of people that can be working in a unit (i.e. small enterprises consisting of 2 - 3 people). The type of work is restricted to 'clean' activities e.g. commercial, consultancies. No hazardous enterprises to take place e.g. hazardous medical. No food or drink to be sold if categorised as a 'shop'. No commercial food production to take place on premises. Not to be used as a B&B. Outdoor sheds not to be used as extra office space or as extra bedrooms (they are non-habitable rooms). Extra client parking which may be generated to be controlled e.g. parking on the grass verge should be prohibited.

In regards to the above, City officers provide the following comments:

- Amendments to the Rose Hotel and surrounding sites provide clearer development control by bringing the land into a zoning and density covered by scheme requirements, and consistent with surrounding sites.
- The density of the Rose Hotel site would only potentially be an issue if there were substantial redevelopment of the site involving demolition of the Grouped and/or Multiple dwellings at the rear of the site and a wholly new development. Clause 5.1.1, C1.4 (ii) of the R-Codes exempts existing, WAPC-approved development from having to comply with the minimum and average site area requirements of Table 1 of the R-Codes. As the Rose Hotel has been subdivided under an approved strata plan, this clause would apply and would therefore not prevent any existing buildings destroyed to be rebuilt within their current lot boundaries.
- Under Volume 2 of the R-Codes, the plot ratio of a R60 development is 0.8, and may be varied subject to compliance with the element objectives. (*Note: plot ratio excludes the Grouped dwellings and their associated land area*) The plot ratio of the existing multiple dwellings and commercial development on the site is approximately 0.84, which is generally consistent with the R60 density.
- It may well be desirable to increase density in locations close to rail stations and amenities as a general principle; however, such a density increase is outside the scope of this amendment, which is seeking to 'normalise' a completed development. Any major increase in density should be considered as part of a more complex scheme amendment following a strategy review for the wider precinct.
- The Paget Street amendments only apply to the existing built form, which will ensure all development remains low scale. Substantial redevelopment will cause the site to revert back to the base residential zoning. Potential non-residential land uses must comply with the definition of 'Shop' or 'Office' (or another normally allowable use within a residential zone), and any variations such as parking shortfalls will be assessed at the development stage and advertised for comment in accordance with the City's policies. A Bed and Breakfast or a Short Stay Dwelling are allowable uses within a residential zone and this amendment does not alter that for this site.

## External Agencies

*Department of Planning, Lands and Heritage (DPLH) – State Heritage*

DPLH provided the following comment:

*“It is noted that Amendment no 79 – Sheet 5 of 8 – proposes the zoning of Lot 511 Stirling Highway, which is included on the State Register of Heritage Places as North Fremantle Primary School (fmr), to Mixed Use R25. It is recommended that an additional requirement for a Local Development Plan is included in the event of any future development.”*

The existing building takes up the majority of the site and is a Level 1A state heritage registered building: retention of the building is effectively required under the City's scheme and the Heritage Act, limiting redevelopment opportunities. Any development proposal would need to consider impact on heritage significance, and demonstrate its suitability. It is not considered necessary to create a Local Development Plan specifically for this site, though one could be considered (with WAPC support) in the future if any complex redevelopment proposal were contemplated, or as part of a broader precinct planning exercise.

The departments of Education, Biodiversity, Conservation and Attractions and Main Roads WA all advised of no objection.

It is recommended that Council approve of the standard amendment for submission to the WAPC for final determination from the Minister for Planning.

## **FINANCIAL IMPLICATIONS**

Nil

## **LEGAL IMPLICATIONS**

The process for a scheme amendment is outlined in the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).

## **CONSULTATION**

Consultation on the Amendment was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and Local Planning Policy 1.3.

## **VOTING AND OTHER SPECIAL REQUIREMENTS**

Simple Majority Required

## OFFICER'S RECOMMENDATION

### Council:

1. Note the submissions received on Amendment 79 to Local Planning Scheme No.4 as detailed in the Officer's report and Schedule of Submissions.
2. Resolve pursuant to regulation 41(3) of the Planning and Development (Local Planning Schemes) Regulations 2015 to adopt Amendment 79 to the City of Fremantle Local Planning Scheme No. 4 as follows:-
  - a) Updating references to superseded Residential Design Codes terminology and provisions, as follows:
    - i. Clause 4.3.3.2: Delete the words '...clause 6.2.3...' and replace with "...clause 5.2.3..."
    - ii. Clause 4.5.1: delete "...the provisions Part 5 and Part 6..." and replace with "...the provisions of Volumes 1 and 2..."
    - iii. Correct discrepancies and anomalies within Schedule 8 relating to the introduction of Volume 2 – Apartment Design Codes, as follows:
      - Sub Area 1.3.2 (j) – insert "...of Volume 1 and Table 2.1 of Volume 2 of the..." after "Table 4".
      - Sub Area 2.3.1 –
        - Subclause i) - insert after "Table 4" the following "...of Volume 1 and Table 2.1 of Volume 2 of the..."
        - Subclause m) – delete "...R-AC code..."
      - Sub Area 2.3.4 (1.) – insert "...Volume 1 of..." after "...Table 3 of..."
      - Sub Area 4.3.6 – South Street/Hampton Road Sub Area
        - Clause 11 – Insert at beginning: "Where buildings are assessed under Volume 1 of the R-Codes,..."
        - Clause 13 – delete and replace with:
          - In assessing development against design elements 5.4.2 (Solar access for adjoining sites) of Volume 1 or Acceptable Outcomes 3.2.3 (Orientation) of Volume 2 of the Residential Design Codes and irrespective of the dwelling or lot type on adjoining southern boundary, development shall not be assessed against C2.1 and C2.2 of the Deemed-to-comply requirements of Volume 1, or A 3.2.3 and A 3.2.4 of Volume 2, but shall only be assessed against the design principles of clause 5.4.2 or Element Objective O3.2.2, respectively.
      - Sub Area 5.3.1 –
        - Additional development standards c) - Delete "...Table 4 and part 6.1.2..." Replace with "...Table 2.1 and Clause 2.2 of Volume 2..."

- ‘Criteria to be met’ part (h) – insert at start “Where buildings are assessed under Volume 1 of the R-Codes,...”.
  - Sub Area 6.3.1 -
    - ‘Additional Development Standards’ part (c) - Delete “...Table 4 and part 6.1.2...” replace with “...Table 2.1 and Clause 2.2 of Volume 2...”
    - Criteria to be met h) - insert at start “Where buildings are assessed under Volume 1 of the R-Codes,...”
  - Sub Area 7.3.1
    - Subclause i) – delete “...the Deemed-to-comply standard of clause 6.3.1...” replace with “part 4.4 of Volume 2...”
- b) Delete all references to Small Secondary Dwellings, specifically:
- i. Delete Small Secondary Dwelling from Table 1 – Zoning, and the note at the bottom of the page
  - ii. Delete clauses 4.3.5.1 through 4.3.5.7
  - iii. Amend clause number 4.3.5.8 to be number 4.3.5.
  - iv. Amend the Note under clause 4.3.5.7 to read:  
As of 6 December 2016 Clause 4.3.5 applies and the Small Secondary Dwelling provisions have been deleted from the Scheme.
  - v. Delete Clause 4.4.1(b)
  - vi. Delete Small Secondary Dwelling from Table 2 – Vehicle Parking
  - vii. Delete clause 5.7.5
  - viii. Delete Schedule A, Clause 61 (m)
  - ix. Delete Schedule A, Clause 78E
- c) Amend the definition of ‘Building Envelope’ to insert the word ‘authority’ after the word ‘responsible’.
- d) Amend the definition of Family Day Care to read: *means premises where a family day care service as defined in the Education and Care Services National Law (Western Australia) is provided.*
- e) Amend the definition of Land by replacing reference to “Town Planning Regulations 1967” with “Planning and Development Act 2005”.
- f) Renumber Burt Street Sub Area in Schedule 8 to Sub Area 5 (2.3.5)
- g) Delete all references to Area A within sub area 6.3.1 of Schedule 8.
- h) Amend the note under clause 1.7.1 to refer to clause 4.2 instead of 3.2.
- i) Fix the bike racks typo of Table 2 – Tertiary School by changing the second instance of “Class 2” to “Class 3”.
- j) Schedule A, clause 8 – Replace with “The places included in the Fremantle Municipal Heritage Inventory are deemed to be included on the Heritage List, excepting those classified as ‘Heritage Record Only’.
- k) Add the following land uses and permissibility to Table 1:

- i. Ancillary dwelling: P in Residential zone and D in City Centre, Local Centre, Neighbourhood Centre, Mixed Use and Commercial zones.
  - ii. Single bedroom dwelling: D in Residential zone, City Centre, Local Centre, Neighbourhood Centre, Mixed Use and Commercial zones.
- l) Add the following Additional Uses to Schedule 2 clause 6.2:

No.	Description of Land	Additional Use	Conditions
2	Nos 42-52 (Lots 1-4 SP4901) Paget Street, Hilton	Shop, Office	1. The additional uses are 'A' uses. 2. These additional uses only apply to the built form approved as part of DA190/05. The additional uses hereby permitted will not apply to any increase in floor area or substantial redevelopment.

- m) Amend Table 1 to make Fast Food Outlet a 'D' use in the City Centre.
- n) Amend Schedule 7 of the Scheme to delete DA15 and the associated area description and provisions.
- o) Amend the Scheme map as follows and shown in Attachment 1:
  - i. Nos. 100, 106, and 108 (Lots 50-52) Stirling Highway, North Fremantle: Extend Mixed use zone to street boundary.
  - ii. Nos. 111A (Lot 82), 111F (Lot 701), 111 (Lot 172) Stirling Highway, North Fremantle: Extend Mixed Use zone to street boundary.
  - iii. No. 101 (Lot 511) Stirling Highway, North Fremantle: Zone Mixed Use.
  - iv. Nos. 1-27/78-80 (Lot 700), No. 2 (Lot 4 SSP 60487), and No. 72 (Lot 3) Stirling Highway, and No. 1A (Lot 2 SSP 60487) White Street, North Fremantle: Change from Development zone to Mixed Use zone with a density of R35 and remove from Development Area DA15.
  - v. No. 25 (Lot 1001) Amherst Street, Fremantle: Change from Public Utilities Reserve to Development zone and include as part of Development Area DA4.
  - vi. Sallentina Ridge Public Open Space Reserve 48211, No. 11-23 Moran Court, Beaconsfield: Change from Residential zone to Open Space Reserve.

- vii. **Minim Cove road reserves: Change all land within road reservations from Residential to unzoned.**
  - viii. **Reserve 2 Tyrone Street (Lot 8002), North Fremantle: Align Parks and Reserve to cadastral boundaries**
  - ix. **No. 4 (Lot 218) Tyrone Street, North Fremantle: Remove Parks and Reserve reservation from lot and make entirety of lot Residential R25.**
  - x. **Align R20 density to follow the lot boundaries of No. 15 (Lot 8 SSP 45668) and No. 15A (Lot 5 SSP 45668) Simper Crescent, White Gum Valley.**
- 3. **Authorise the Mayor and the Chief Executive Officer to execute and affix the common seal of the City of Fremantle to the Amendment No. 79 to Local Planning Scheme No. 4 documentation as referred to in (2) above.**
- 4. **Refer the executed Amendment No. 79 to Local Planning Scheme No. 4 documentation to the Western Australian Planning Commission with a request that the Minister for Planning grant it final approval.**

## SPT1911-4 CAR SHARE POLICY SG57 - REVIEW

<b>Meeting Date:</b>	20 November 2019
<b>Responsible Officer:</b>	Manager Strategic Planning
<b>Decision Making Authority:</b>	Council
<b>Agenda Attachments:</b>	1. Proposed (revised) Car Share policy SG57
<b>Additional Information:</b>	1. Current Car Share policy SG57 2. Previous Council Report

### SUMMARY

In line with the aims of the City of Fremantle Integrated Transport Strategy (ITS) and One Planet Strategy, the Car Share policy SG57 aims to promote an increase in the uptake of car sharing options and operations and therefore to reduce private vehicle use across the City. Adopted in 2014, the policy was prepared to support *an initial two year car share policy trial*. The policy states *the City will work to facilitate a fleet of at least 50 viable car share vehicles in the municipality by 2020*.

In order to advance this objective, in 2017 Phillip Boyle & Associates were engaged by the City to prepare a report on how a car share network might feasibly operate in Fremantle. As a result of the report, Council resolved to call for Expressions of Interest (EOI) to gauge the willingness of car share operators to establish a scheme in Fremantle and the level of support (if any) they might require to do so. The Philip Boyle report and the EOI responses indicated that whilst the support for a scheme offered by the current Car Share policy is positive, some of the obligations which go with it are not conducive to the establishment of a scheme in the current market. In September 2018 the Finance, Policy, Operations and Legislation Committee resolved not to proceed to tender and to review the Car Share policy SG57 to provide greater flexibility to support the initial establishment of a car share scheme in the future.

The purpose of this report is to outline the findings of the review of Car Share policy SG57. The review recommends modifications to the policy to:

1. Maintain the statement of support.
2. Reduce onerous booking and reporting requirements as recommended by the Phillip Boyle and Associates report.
3. More clearly define the support the City is prepared to offer an initial scheme operator to help establish a scheme (namely waiver of parking fees for up to 8 bays for up to 5 years).
4. Confirm that fees chargeable for bays will otherwise be based on estimated loss of revenue as recommended by the Phillip Boyle and Associates report.
5. Update expectations in relation to the scale and timing of the scheme to reflect the conclusions of the Phillip Boyle and Associates report.

The potential to consider e-scooter share schemes under the policy has also been clarified.



## **BACKGROUND**

In line with the City of Fremantle's Integrated Transport Strategy (ITS) and One Planet Strategy, the City is committed to encouraging more sustainable forms of transport including walking, cycling and use of public transport. The ITS includes a recommendation (10.2.1) that *“Council supports car share schemes as a transport innovation that can help reduce car dependency.”*

In July 2014 Council adopted a detailed Car Share Policy SG57 (Additional Information 1). The policy sets out the City's commitment to an initial two year car share policy trial, promoting car share schemes and incentivising the set-up of such schemes. Through the Car Share Policy, the City proposed to work to facilitate a fleet of 50 viable car share vehicles in the municipality by 2020. Intended outcomes for Fremantle were:

- More efficient use of street parking
- Reducing community greenhouse gas emissions
- Support for economic growth
- Reducing congestion
- Slowing growth in private vehicle ownership

In order to advance Council's car share objectives, in 2017 Phillip Boyle & Associates were engaged by the City to prepare a report to establish how a car share network might feasibly operate in Fremantle. The findings of this investigation were reported to Council 28 on March 2018 (refer Item FPOL1803-7). The report indicated that whilst the support for a scheme offered by the current Car Share Policy is positive, some of the obligations which go with it are not conducive to the establishment of a scheme in the current market, and that a smaller scheme (commencing with 4 nodes of 2 vehicles each) would present a more feasible option at this early stage of industry establishment.

As a result of the report, Council resolved to call for Expressions of Interest (EOI) to gauge the willingness of car share operators to establish a car share scheme in Fremantle based on the model identified as most feasible by Phillip Boyle. An EOI was sought between 9 and 25 May 2018, at the close of which four submissions were received.

The outcomes of the EOI were considered at Finance, Policy, Operations and Legislation Committee on 12 September 2018, following which Council:

1. *Noted the submissions received through Expression of Interest FCC517/18*
2. *Resolved not to seek tenders for the establishment of a car share scheme in Fremantle at that time given the apparent absence of sufficient market demand to sustain this without substantial subsidisation.*
3. *Requested that the current Car Share policy SG57 be reviewed to provide greater flexibility to support the initial establishment of a car share scheme in the future, based on the findings of the Phillip Boyle report submitted to Council on 28 March 2018.*
4. *Requested that discussion with other interested local governments, WALGA and other potential stakeholders continue to indicate the City's interest in establishing a car share scheme and preparedness to work cooperatively with partners to facilitate this, should a viable model emerge.*
5. *Thanked all those who made submissions on Expression of Interest FCC517/18 and invite them to continue to monitor the market and to inform the City if and*

*when establishment of a scheme in accordance with the terms of Council's revised policy appears viable. (Refer Item FPOL1809-26).*

The purpose of this paper is to address the third resolution, being to outline the findings of the review of Car Share policy SG57. The aim of the review is to provide greater flexibility to support the initial establishment of a car share scheme.

## **OFFICER COMMENT**

The discussion below explores the implications of the findings from the Phillip Boyle report as they apply to the policy provisions set out under the following headings:

- Policy aims
- Intended outcomes
- Provision of car share spaces
- Management of car share providers
- Competition and new entrants
- Promotion
- Enforcement

### *Policy aims and intended outcomes*

Through the Car Share policy the City initially proposed to work to facilitate a fleet of 50 viable car share vehicles in the municipality by 2020. Intended outcomes for Fremantle were:

- More efficient use of street parking
- Reducing community greenhouse gas emissions
- Support for economic growth
- Reducing congestion
- Slowing growth in private vehicle ownership

The Phillip Boyle & Associates report indicated the 50 vehicle target was not feasible within the remaining timeframe. It suggests that establishment of an 8 car scheme based around the 4 nodes followed by market-responsive growth represents a more viable approach, and most likely to support the successful establishment of a scheme. Modification of the policy to reflect this is recommended.

### *Provision of car share spaces*

With regard to on-street spaces the policy states: *The City will provide a number of dedicated /exclusive on-street spaces for authorised car share vehicles* and that these will be in convenient locations.

The Phillip Boyle report suggests broad locations however stipulating these or detailed bay allocation in the policy is not recommended as it is likely to prove overly inflexible. Negotiation of appropriate bays (taking into account the Phillip Boyle recommendations but also the City's experience of other parking demands) with any proponent if and when a scheme establishes is preferred.

The policy also states *Car share operators will be required to make a contribution to annual fees for allocated parking spaces as the allocation of the spaces significantly impacts the City's revenue base*. However no contribution rates or formulas are specified in the policy itself.

The Phillip Boyle report suggests the loss of revenue from car bays represents a component of the cost of establishing a scheme and that this cost would need to be borne by the City initially, until the scheme is established and profitable. The report goes on to suggest that if a fee is to be enforced, it should be based on lost revenue (factoring in average vacancy rates), not standard charges. In seeking the EOI for the 8 bay initial scheme proposed by Phillip Boyle, the City estimated the lost revenue from these bays to be \$23,000 p.a. and indicated that this cost could be borne by the City for the initial period of the scheme (3 years). Even with this level of subsidy, the EOI responses suggested that a scheme remained unviable at that time. Enquiries have, however, been ongoing and it is consequently recommended that the policy be updated to provide some clearer direction with regards to the level of subsidisation contemplated by the City, and the principles upon which this is based. It is recommended that an establishment period of 5 years be stated to provide an outer frame for the period of subsidisation the City would support. This can be revisited at the next review of the policy, should no scheme establish prior to then.

For (private) off street spaces the policy states: *the City will encourage on site car share spaces where feasible, safe and accessible and on agreement with the owners corporation.* The Phillip Boyle Report suggests reviewing parking policies including waivers for parking supply in new developments. A review of parking standards has already been identified as desirable and is very likely to form a recommendation of the Parking Action Plan currently under development. Acknowledgement of the potential role of car share in future mobility and the establishment of clearer guidelines for when and to what degree allocated parking might be reduced or waived in private development on the basis of the availability of such schemes can form a component of that work. In the interim, any development proposal seeking variation of parking provision on the basis of car share (of which the City has received only 1 to date), can be assessed under the current provisions of the planning scheme, which allow discretion on parking. Retention of a generic statement in this policy is proposed in the interim.

#### Management of car share providers

The policy requires operators to enter into a legal agreement with the City governing the terms of use of the allocated spaces. The policy sets out the standards an operator needs to demonstrate to ‘qualify.’ While most of these cover accessibility for users, the Phillip Boyle report suggests some of the booking restrictions could be seen as onerous or inflexible as discussed below:

*Ensure that no on-street space is booked for longer than four days unless a replacement vehicle is provided for the space; and: Prohibit the routine long-duration reservation or exclusive use, including overnight use, of an on-street vehicle by any one nearby member, either individual or business.* The report suggests the pricing structure of car share schemes makes them an unattractive option for multiple day reservations; however, given the apparent marginality of a scheme, it is recommended that this option be made available to users in case it helps underpin revenue. Additionally, if nodes are required to consist of at least two vehicles, then it is likely another vehicle may be available at the same location. Should a routine, long-duration reservation continue, a third vehicle could be added to the node. Removal of this restriction is consequently recommended. Inclusion of a more general statement confirming that use of public bays by conventional car hire firms will not be supported is, however, proposed for the removal of any doubt.

Whilst scooter share schemes are not synonymous with car share (and may have a different impact on travel behaviours), they nevertheless have potential (depending on operation) to reduce car ownership, travel and to provide an alternative mode of transport. Regulatory requirements to govern the future use of e-scooters in WA are currently being considered by the Department of Transport. A line has consequently been included in the policy clarifying that e-scooter schemes can be considered under the policy where they demonstrate alignment with its intended outcomes.

*Carbon reporting – Car share providers must provide an aggregated quarterly carbon emissions report and must ensure that the car share fleet is carbon neutral by engaging in a carbon offset program.* The report notes that car share schemes are generally recognised as having environmental benefits. The inclusion of reporting and carbon neutral management, whilst desirable, could further undermine the viability of an initial scheme. It is recommended that requirement be generalised and made optional for the present.

*Withdrawal of spaces:* The report suggests this provision would need to be addressed in detail in any agreement reached between the City and an operator on use of its bays. Deletion of the detail on penalties for non-compliance with the policy is consequently recommended, enabling its negotiation as part of any scheme seeking to establish.

#### Competition and new entrants.

The policy was prepared in the expectation of rapid establishment and uptake. In the Perth market, this has not eventuated, and EOI responses suggest that it may yet take a while. Rewording of the policy has consequently been proposed providing clarity on how the City will consider unsolicited proposals to establish a car share scheme (and the level of support it will provide an initial investor to support this) and then to make more generic reference to review and potential EOI following this initial trial period. This provides some additional flexibility to allow a longer period of initial support, whilst still maintaining the principles of a fair and open market and a potential competitive process once the market is established.

#### Promotion

The opening policy statement says - *the City will actively promote car share options to new commercial developers and new hotel/tourism related developers.* In line with this, the Philip Boyle report suggests encouraging the City and other large local organisations such as Notre Dame University and Fremantle Hospital to *use the service, sign up all employees as members and replace some or their car fleet with cars from (car share) service(s).*

Discussions with these entities have not borne fruit. However retention of the more generic commitments to promotion is proposed.

#### Enforcement

Under the policy the City commits to monitoring allocated car share spaces during regular parking patrols and issuing infringement to non-car share vehicles. This remains a reasonable commitment and practice.

## **Conclusion**

In conclusion, the original aim of the policy was to facilitate the establishment of a car share scheme or schemes as a trial. To this end the policy underpinned the call for Expressions of Interest (EOI) in 2018. Even though the policy trial and EOI did not result in the establishment of a car share scheme, they have provided a mechanism through which the City could state its support for the establishment of a scheme in Fremantle, and to refine the parameters it is prepared to go to, to facilitate this.

Update of the policy is recommended to:

1. Maintain the statement of support.
2. Reduce onerous booking and reporting requirements as recommended by the Phillip Boyle and Associates report.
3. More clearly define the support the City is prepared to offer an initial scheme operator to help establish a scheme (namely waiver of parking fees for up to 8 bays for up to 5 years).
4. Confirm that fees chargeable for bays will otherwise be based on estimated loss of revenue as recommended by the Phillip Boyle and Associates report.
5. Update expectations in relation to the scale and timing of the scheme to reflect the conclusions of the Phillip Boyle and Associates report.
6. Clarify potential to consider e-scooter schemes under the policy.

## **FINANCIAL IMPLICATIONS**

The policy review clarifies the extent of parking fee waiver the City would considered under the policy (which is currently undefined), being up to 5 years waiver of up to 8 bays at an estimated loss of revenue of \$23,000 pa.

## **LEGAL IMPLICATION**

A competitive process would need to apply to any scheme which the City considers subscribing to.

## **CONSULTATION**

Given the nature of the revisions which refine current policy directions and incorporate market feedback, consultation on the revised policy is considered unnecessary.

## **VOTING AND OTHER SPECIAL REQUIREMENTS**

Simple Majority

## **OFFICER'S RECOMMENDATION**

**That Council adopt the revised Car Share policy as provided in Attachment 1.**

#### **11. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

A member may raise at a meeting such business of the City as they consider appropriate, in the form of a motion of which notice has been given to the CEO.

Nil

#### **12. URGENT BUSINESS**

In cases of extreme urgency or other special circumstances, matters may, on a motion that is carried by the meeting, be raised without notice and decided by the meeting.

Nil

#### **13. LATE ITEMS**

In cases where information is received after the finalisation of an agenda, matters may be raised and decided by the meeting. A written report will be provided for late items.

Nil

#### **14. CONFIDENTIAL BUSINESS**

Members of the public may be asked to leave the meeting while confidential business is addressed.

Nil

#### **15. CLOSURE**





# AGENDA ATTACHMENTS

## Strategic Planning and Transport Committee

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Wednesday, 20 November 2019, 6.00 pm





**SPT1911-2 CLIMATE CHANGE IN WESTERN AUSTRALIA ISSUES PAPER -  
PROPOSED SUBMISISON**

**ATTACHMENT 1 - Proposed Climate Change Issues in Western Australia  
Paper Submission**

# Climate Change in Western Australia: Issues Paper – September 2019

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*City of Fremantle Submission*

The state government has called for submissions from all Western Australians to inform the development of the state's climate policy. The call for submissions was accompanied by an Issues Paper which posed a series of questions and sought public response to these. The following responses have been prepared to accord with the consultation structure but are accompanied by an extended statement of response which seeks to more coherently outline the approach suggested by the City, based on its experience in seeking to address this issue. This suggests six key areas for the climate policy within the metropolitan context:

1. Renewable energy, batteries and other firming technologies investment
2. Energy efficiency including building and street lights
3. City design, density and development
4. Transport, urban light rail, electric vehicles and bikes
5. Waste
6. Urban greening

**TRANSFORMING ENERGY GENERATION**

1. **What are the main challenges for decarbonizing Western Australia's electricity supply while ensuring adequate generation capacity, security and reliability?**
  - a. The overarching challenge is the absence of clear and coordinated state-lead strategy with clear, science-based targets for both renewable energy and emissions reduction.
  - b. Several regulatory issues: please refer to WALGA's submission for a detailed response relating to how these issues impact local government, however some with particular relevance to the City of Fremantle include:
    - i. Structural grid issues and constrained areas.

- ii. The limited capacity for wide scale storage means peak demand cannot be accommodated with renewable energy.
  - iii. The cost of purchasing green power from Synergy (and other retailers) is significantly more expensive than conventional power.
  - iv. The current limits on contestability in the WA energy market restrict options for local governments (and the community as a whole) to seek competitively priced energy portfolios that include green power.
- c. The current approach to decarbonising energy supply relies too heavily on the actions of individual community members, rather than targeting the largest energy users and industry sectors and promoting wholesale shift.
  - d. Community opposition in some areas to large scale renewable energy sources including wind and solar.
  - e. Political pressure to support continued expansion of fossil fuel industries including coal and gas.
  - f. Absence of clear pathways to restructure local and state economies to be considerably less reliant on coal, oil and gas and more supportive of cleaner industries based on renewable energy and emissions reduction (e.g. lithium production for batteries, solar farms, carbon farming)
  - g. Absence of publicly accessible, consistent information on issues relating to climate change and greenhouse gas emissions.

**2. What are the most effective ways to overcome these challenges by 2030?**

- a. Establishing a clear state strategy with defined pathway to zero-carbon, and a measurable target for 2030.
- b. Establishing the necessary state investment in renewable energy supply sources to meet the above targets.
- c. Making the necessary upgrades to the grid to accommodate green energy feed-in and demand management.
- d. Ensuring provision of capacity services through market or other mechanisms
- e. Phasing out subsidies for all fossil fuel sources.
- f. Removing the cost differential for purchase of green power.

- g. Basing climate change policy on science, and publishing and promoting sound, peer-reviewed research as the basis for the state's position and strategy.

**3. Should the electricity sector make a pro-rata (or greater) contribution to Australia's national greenhouse gas emission targets?**

- a. Yes. The electricity sector should make a greater contribution to the national greenhouse gas emissions targets, particularly as decarbonizing the electricity sector is more rapidly achievable than for other sectors such as transport and agriculture.

**4. How fast do you think the transition of electricity sector should occur?**

- a. As fast as possible. The state should set a target for 100% renewable energy for electricity supply by 2030, noting that this is in line with the minimum targets of other states.

**INDUSTRY INNOVATION**

**1. What measures have been implemented by your business to lower energy use or emissions?**

The City of Fremantle (organization) has been carbon neutral since 2009, primarily through the use of certified offsets. The City maintains its commitment to lowering its emissions in a variety of ways including:

- a. Implementation of a Corporate Energy Plan provides a pathway to using 100% renewable energy by 2025.
- b. Roll out of solar energy systems on buildings and infrastructure.
- c. Installation of a geothermal bore and cogeneration for the Fremantle Leisure Centre pool heating in 2014.
- d. Ongoing program of rolling out energy efficiency measures such as LED lighting for buildings and carparks.
- e. Reducing the carbon intensity of the City's fleet, including reducing fleet size, the procurement of hybrid light vehicles and a trial of a battery electric garbage collection service.
- f. Supporting the lease of land for the creation of the Fremantle Solar Farm.
- g. Supporting academic research into residential shared battery schemes.
- h. Pursuing and advocating for greater options for contestable power across multiple facilities with state agencies.

- i. Fossil fuel divestment for City funds as much as is possible while meeting the requirements of the Local Government Act.
- j. Advocacy for urgent action on climate change, including signing the WALGA climate change declaration, declaring a climate and biodiversity emergency, and joining the Cities Power Partnership.

**2. What are the barriers to decoupling energy use and emissions in the resources sector?**

- a. The availability of green energy sources and storage, though this is improving.
- b. The absence of wide spread and meaningful financial incentives to source green power.
- c. The rigidity of the grid in restricting feed in, storage and redistribution.

**3. Have you assessed the implications of the low carbon transition for your business or sector? How are these risks disclosed to stakeholders?**

- a. The main risk of a low carbon transition to the LGA sector is likely to be cost increases in utility bills. The City's work in reducing emissions by reducing energy consumption therefore helps to buffer against the financial risks associated with the low carbon transition.
- b. The City's budgets are publicly available on its website, and plans and strategies that cover climate change responses undergo a public consultation process before adoption by Council.

**4. What exemptions should apply to trade-exposed sectors in reducing our emissions?**

- a. The City cautions use of wide-spread exemptions which may undermine the effectiveness of any strategy. It would be preferable to provide subsidies to any such sectors to support their transition with a clear plan to slowly phase these out.

**5. How can the Government of Western Australia foster clean industries and technologies?**

- a. Provide grants or financial incentives for the low carbon transition.
- b. Showcase successful trials and technologies related to carbon reduction and educate about alternatives to fossil fuel reliance.
- c. Limit support for new coal or gas exploration or production, and provide a clear pathway for those in existing fossil fuel dependent industries to transition to the low carbon economy.

## **FUTURE MOBILITY**

### **1. What are the barriers to purchasing a low emissions vehicle for your household or business?**

- a. Costs associated with purchase of electric vehicles and the installation of charging infrastructure.
- b. Current availability of suitable models of electric vehicles, in particular utilities and heavy vehicles.
- c. Range limitations and charging times for electric vehicles.
- d. Limited availability of rapid charging points across metro and rural areas for electric vehicles, including e-bikes and e-scooters.

### **2. What can be done to facilitate the uptake of electric and other low emissions vehicles in Western Australia?**

- a. State government bulk purchases of electric vehicles to provide more incentive for suppliers to bring new models to Australia and increase cost competitiveness of electric vehicles.
- b. Federal lobbying for revised taxation models for import of electric vehicles.
- c. Registration incentives for electric vehicles.
- d. Introduction of standards for electric vehicle charging infrastructure in new development.
- e. Widespread installation of charging infrastructure.
- f. Greater investment in infrastructure to support the use of bicycles as a mode of transport.
- g. Road priority for electric and low emissions vehicles.
- h. Resolution of legislative barriers to e-scooters.

### **3. How can we further encourage use of public transport and active transport such as walking and cycling?**

- a. Set mode share targets for sustainable transport, aiming to reduce the proportion of car trips to a minority compared with other modes.
- b. Develop understandings of the factors that affect people's transport choices and formulate sustainable transport policy based on accommodating the diverse needs of the population, rather than the most fit, able and unencumbered.

- c. Provide firm commitments to funding infrastructure upgrades for public transport (including building light rail and facilitating “trackless” trams), walking and cycling in both the Perth metropolitan area and rural / regional WA
- d. Invest in, extend and connect the cycle network: an incomplete or poor network discourages meaningful update of cycling for transport (as opposed to recreation).
- e. Develop policies that support the integration of bicycle use with public transport, such as allowing bicycles on trains during peak travel times.
- f. Improve public transport service frequency, particularly in the outer suburbs and central sub-region of Perth, where currently little public transport investment is directed
- g. Reduce focus on road improvements for cars, shifting instead to provision of infrastructure for sustainable transport modes. Note that electric vehicles still contribute negative impacts to the community including congestion, crashes and reduced street amenity for bicycle users and walkers.
- h. Review criteria for road upgrade funding (including Road Trauma Trust Account) to recognize the important social, health and environment benefits of active transport.
- i. Road improvements for safety or efficiency often ignore the value of roadside vegetation in providing shade for pedestrians and cyclists.
- j. Transport funding should be in a combined pool rather than separated into road and public transport, and transport strategies should be focused on the most efficient and sustainable movement of people rather than vehicles.
- k. Promote a more consistent and strategic approach to parking provision and management in activity centres across the metropolitan area.
- l. Continue to promote transit oriented development in planning policies and public investment.

**4. How can we ensure that Western Australia isn’t left behind in the transition to cleaner transport?**

- a. See above comments.
- b. Commit to providing public transport as a public service by transitioning the population away from car dependence. This should be done by building high quality, affordable and accessible public transport

infrastructure and supporting local governments to improve the cyclability and walkability of local streets. Development that prioritises and encourages use of active and public transport modes should be set as the standard.

- c. Investment in rail to provide passenger and freight links between regional towns will reduce rural reliance on private vehicles.
- d. Investigate capacity of electric freight transport.

## **REGIONAL PROSPERITY**

- 1. How will climate change affect your regional community?**
- 2. What steps can we take to further enhance the resilience of our regions and our primary industries?**
- 3. How can we support the agricultural sector to participate in the low-carbon transition?**
- 4. What opportunities do carbon offset markets present for Western Australian land managers including Aboriginal groups?**
- 5. What matters should the State Government take into account in developing a strategy for carbon farming in Western Australia?**

The City of Fremantle defers to WALGA's submission for this section, however would like to affirm its support for maximising the possible co-benefits of carbon farming including the restoration of degraded land, increased biodiversity, dryland salinity management, and Indigenous and local employment opportunities.

## **WASTE REDUCTION**

- 1. What areas can we target to further reduce greenhouse gas emissions from waste?**
  - a. Have firm deadlines for the roll out of Food Organic Garden Organic (FOGO) collection service for all residences.
  - b. Provide a definition of residual material that is appropriate for Waste to Energy with a financial disincentive structured through the Landfill levy for LGA's who do not undertake FOGO processing.
  - c. Undertake stricter monitoring and reporting of landfill methane gas emissions with appropriate incentives for reduction of emissions monitored through LGA Waste plans.
  - d. Lead a comprehensive and consistent campaign to promote the Better Bins program including providing standardised information on what is and what is not recyclable.



- e. Enable the use of recycled components in asphalt and road base for both local and main roads (for example, crumbed rubber and recycled concrete) – addressing Main Roads WA current objection to this.
- f. Implement stronger regulations for packaging to reduce both the quantity and recyclability of associated waste.
- g. Create incentives for investment in reprocessing and manufacturing infrastructure.
- h. Greater investment in commercial and industrial waste composting.

**2. What can households, businesses and government do to reduce their waste and compost more?**

- a. Purchase according to need (and so reduce waste).
- b. Purchase low-waste products with minimal packaging
- c. Increase personal awareness of good recycling practices and commit to implementation.
- d. Create community and collective compost schemes.
- e. Introduce robust sustainable procurement policies.

**SAFE AND HEALTHY COMMUNITIES**

**1. What are the main climate risks for your household or community?  
What can be done to manage these risks?**

- a. The urban heat island effect and subsequent negative health impacts will be exacerbated by climate change as Perth experiences more days over 35 degrees. A key action to manage this risk is to increase the urban tree canopy.
- b. Coastal process impacts such as increased damage from more frequent and severe storms and sea level rise. The key actions to address these impacts is ongoing monitoring to establish clear mitigation or retreat options, triggers for these and implementation and funding mechanisms.
- c. Water availability will be reduced. The key action to manage this risk is to reduce waste through intensified monitoring, fixing leaks, and prioritising use where most public benefit accrues. Facilitating greater grey water reuse is also desirable.
- d. The capacity of ecological communities to withstand the impacts of climate change (such as increased frequency of droughts, hot weather and fire) is greatly diminished by habitat and species loss due to

clearing, pathogens such as dieback and Tuart decline and introduced species. Funding for conservation and land management programs needs to be reinstated and increased.

- e. The economic impacts of climate change are not well understood or managed. Industry needs certainty in order to be able to plan, respond and adapt.
- f. Vulnerable people, such as those with mobility disabilities, ill-health or reduced access to suitable shelter, are at greater risk during and after extreme weather events, fire and natural disasters. More resources and funding are needed to support these groups, ensuring safe housing and adequate care.

**2. What are your biggest concerns about Western Australia's future climate?**

- a. Reduced biodiversity, water availability, increasing heat island effect, coastal erosion and inundation, storm severity and economic disadvantage.
- b. Uncertainty and growing risk for future generations.

**3. What could be done to ensure your community is better prepared for possible climate impacts?**

- a. Greater awareness of the climate change and its impacts would reduce objection to the changes (and potential costs) necessary to address it.
- b. Establishment of a clear plan by state and federal governments to transition to a low-carbon economy in sufficient time to avoid the worst impacts of climate change as per our current trajectory.
- c. As per WALGA's submission, introduce a provision in the Local Government Act to exempt councils from liability for decisions related to planning for climate change related risks, based on the best available data at any particular time, similar to that enacted in NSW. See Section 733 of the Local Government Act 1993 (NSW) 'Exemption from liability—flood liable land, land subject to risk of bush fire and land in coastal zone.' This clause limits the liability of Local Government in respect of damage caused by bush fire, flooding, or damage to land in the coastal zone.

***WATER SECURITY***

**1. What can we do to encourage Western Australians to use water more efficiently and adapt to a drying climate?**

- a. Pricing incentives for reduced consumption.

- b. Resolve any unnecessary restrictions on use of grey water/recycling.
- c. Continued support for WaterWise and other water saving education campaigns.
- d. Minimum efficiency requirements for water hardware in new development.
- e. Specifications for efficient reticulation
- f. Design in water efficiency in new development and subdivision.
- g. Support opportunities for large and small scale water recycling, collection and use.
- h. Promotion of water-efficient industrial and agricultural techniques, and reduced support for those with unsustainable consumption requirements.
- i. Enforce penalties for industrial water wastage and over-extraction of ground water allocations.
- j. Restrict industrial activity that poses a serious threat to the security of water reserves.
- k. Promote and support, through education and funding, widespread revegetation of farmland impacted by dryland salinity, and work towards lowering water tables and returning waterways to freshwater. Such projects could be done in conjunction with carbon farming and in collaboration with Traditional Owners and land management groups.
- l. Continue to promote water-wise planting on private and public property.
- m. Develop water requirement rating for new plants in nurseries.
- n. Continue and expand Managed Aquifer Recharge and water recycling.

**2. Are there policies adopted in other jurisdictions we should consider for Western Australia?**

**3. What are the best management options to deal with water security implications of climate change for our agricultural sector?**

- a. Learn from failed water trading experiences of other states.
- b. Ensure water sustainability is considered in agricultural subsidies.
- c. Review drought subsidy schemes to ensure they promote climate change adaption.

- d. Continue to fund research into climate-appropriate agricultural approaches, varieties, technologies etc. as well as projections to ensure investment directed to genuinely sustainable options.
- e. Acquire and revegetate marginal farmland
- f. Provide incentives for revegetation on private land and strengthen clearing legislation to halt incremental vegetation loss on farmland.
- g. Include dryland salinity in considerations of water security (responses to both salinity and climate change are similar, such as planting trees and improving soil health).

## **LIVEABLE TOWNS AND CITIES**

### **1. What are the key barriers to improved energy efficiency for our built environment?**

- a. Low density suburban developments with built-in car dependence and limited public transport opportunities.
- b. Aging building stock and subsequent high cost of retrofitting.
- c. Lack of awareness amongst purchasers of the significance of energy efficiency on the design and specification of new buildings.
- d. Lack of oversight in the construction industry regarding energy efficiency standards, and no follow up checks on completed buildings to ensure standards are met.
- e. Large urban areas not adequately serviced by public transport.
- f. Lack of availability of locally sourced low carbon building products and trade knowledge of their use in construction.
- g. Restrictions (practical and financial) on street lighting conversion to LED imposed by Western Power and inequitable service charging (creates major financial disincentive to convert).

### **2. What information or tools do you require to improve energy efficiency in your household or workplace?**

- a. Smart metering and transparency on consumption patterns.

### **3. What energy efficiency standards or disclosure measures do you support for our homes and offices and the appliances we use in them?**

- a. Mandatory disclosure of energy rating of buildings, including dwellings, at point of sale or lease.

- b. Minimum energy rating for rental dwellings

**4. How do you think climate change will affect the liveability of your neighbourhood or region?**

- a. Urban heat island impacts exacerbated
- b. Biodiversity loss
- c. Reduced availability of water will affect landscape treatments in parks and the capacity to maintain certain types of vegetation such as vegetables and fruit trees.
- d. Negative health impacts, particularly on vulnerable groups such as the elderly, people with disabilities and those experiencing homelessness.

**5. How can we improve the retention of vegetation, particularly tree canopy in our cities and suburbs?**

- a. Education and awareness campaigns to increase community value of trees.
- b. Modify planning policy to reduce site cover and introduce requirements for tree retention or planting in new development that note appropriate species, placement and deep soil areas.
- c. Consider much stronger use of incentives to promote tree retention in infill areas.
- d. Introduce state-wide legislation regarding the removal of substantial trees
- e. Review separation requirements for street trees in road reserves to ensure these provide for a safe road environment but also accommodate trees.

**RESILIENT INFRASTRUCTURE AND BUSINESS**

- 1. What are the key climate risks for the primary industry or recourses sectors?**
- 2. Do you currently assess the impact of physical climate risks on your business, assets or infrastructure?**
  - a. Yes, coastal process risks.
  - b. Yes, drainage designs

**3. Is there information which would assist you to do this better?**

- a. Low carbon procurement guidance related to construction and maintenance of built environment.
- b. Further guidance on how best to perform climate risk audits on buildings and other infrastructure.

**4. What is the best way to enhance the resilience of public and private infrastructure?**

- a. Plan for the construction and replacement of infrastructure in a way that considers the impacts of climate change. Understand the affect this has on capital and operating budgets.

**PROTECTING BIODIVERSITY**

**1. Can existing land use and biodiversity management practices be modified to reduce vulnerability and improve resilience?**

Yes, through:

- a. A more strategic approach to identification of areas of environmental significance and their protection, rather than reactionary responses to individual development proposals.
- b. Clearer standards for minimum retained vegetation areas to ensure robustness and sustainability against edge effect.
- c. Better coordination between state agencies and local government in the management of remnant vegetation areas including funding distribution.
- d. Triple bottom line accounting to more clearly demonstrate the value of environmental assets.
- e. Inclusion of social and environmental impacts such as the scale of fugitive emissions, impact on water resources and biodiversity in the assessment of fracking proposals.

**2. Are there opportunities for new collaborations with landholder or communities to address climate risk and improve biodiversity outcomes?**

Yes, through:

- a. Raising awareness of value of biodiversity and vegetation retention on private land.
- b. Potentially introducing state protection of mature trees in urban areas.
- c. Introducing greater incentives for tree retention in new development.

- d. Introducing planting standards in new development to reestablish urban tree canopy with ecologically appropriate species.
- e. Greater resourcing and support for Bushcare groups.
- f. Investigating partnership with private conservation groups, such as Bush Heritage Australia or the Australian Wildlife Conservancy, that preserve and or manage large landholdings for biodiversity and carbon sequestration benefits.
- g. Investigating further opportunities to collaborate with Aboriginal land management groups on their traditional lands.
- h. Investigating options for and revegetating marginal farmland, particularly in the wheat belt fringe and rangelands, in collaboration with relevant Aboriginal land management groups.

## **STRENGTHENING ADAPTIVE CREATIVITY**

### **1. Are there gaps in the availability of adaption knowledge, climate information or skills for your community, organization or sector? How can these be addressed?**

- a. Yes:
  - i. Consistent community understanding of significance of issue and response necessary
  - ii. Community awareness of individual steps which can be taken
  - iii. Coordinated coastal monitoring as a state program
  - iv. Coordinated urban canopy monitoring as a state program
  - v. District water management strategies for established areas, including a grants program for local governments

### **2. What are the main barriers to the adoption of effective climate change adaption?**

- a. Absence of clear, coordinated and enduring commitments across the three tiers of government
- b. Absence of clear, maintained, achievable and robustly monitored and reported on targets.
- c. Unfairly distributed cost.

- d. Inadequate public information.
- e. Lack of accurate and timely data collection, including monitoring of sea level change at a state level.

**OTHER:**

1. City of Fremantle Extended Response to WA State Government's Climate Change in Western Australia Issues Paper
2. City of Fremantle - other relevant documents:
  - a. Declaration of Climate Change and Biodiversity Emergency in minutes of 22 May 2019 Ordinary Council Meeting
  - b. One Planet Strategy
  - c. Corporate Energy Plan
  - d. Climate Change Adaptation Plan
  - e. Water Conservation Strategy
  - f. 2018 One Planet Living Annual Report



**ATTACHMENT 2 - Proposed Extended Response to Climate Change in Western Australia Issues Paper**

# Climate Change in Western Australia: Issues paper – September 2019

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## City of Fremantle Extended Response

The City of Fremantle has long been committed to doing its part to reduce greenhouse gas emissions while advocating for society-wide action on climate change. As such, the City welcomes this opportunity to provide feedback on the Western Australian state government's Climate Change Issues Paper, and commends the government on taking this first step toward developing a clear pathway for Western Australia to transition to a low-carbon economy while strengthening the community's resilience to the impacts of climate change. In May 2019, the City of Fremantle Council unanimously voted to declare a climate and biodiversity emergency, as a response to a letter presented to them by the Fremantle Youth Network. The declaration reflects the City's Strategic Community Plan, One Planet Council status, and Cities Power Partnership membership, all of which commit the City to reducing the impact of its own operations while supporting the community to do the same. The City of Fremantle is also a signatory to the Western Australian Local Government Association's [Climate Change Declaration](#). The City of Fremantle continues to advocate to all levels of government for a strong and coherent response to the climate and ecological crisis, with policy based on scientifically informed emissions reduction and renewable energy targets.

### THE PROBLEM

The WA State Government's *Issues Paper: Climate Change in Western Australia* recognises:

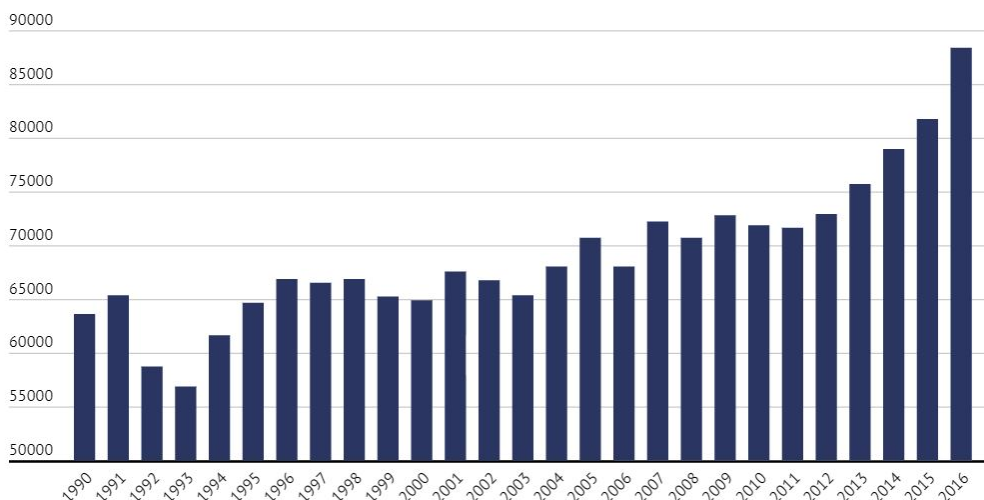
1. Climate change is an increasingly problematic and growing challenge for WA that requires a dedicated strategy to address
2. That WA has disproportionately contributed to Australia's greenhouse gas emissions.
3. The need for "a smooth transition to 'net zero emissions in WA by 2050' if not well before."

In its introduction, the paper states that the South West region of WA will be impacted by climate change "more than almost any other place on the planet. ... We have seen higher average temperatures and an increase in the annual number of days in Perth over 35 °C. There has also been a steady decline in rainfall, with a 60 per cent reduction of inflow to metropolitan dams since the 1970s."

In terms of WA's disproportionate contribution to national emissions, the paper states that "Western Australia contributes around 17 per cent of Australia's total greenhouse gas emissions," despite WA only having around 10% of Australia's population. WA's emissions continue to rise, as can clearly be seen in the below graph from the Department of the Environment and Energy:

## WA Carbon Emissions 1990-2016

Net CO<sub>2</sub> equivalent emissions (Gg) from National Greenhouse Gas Inventory total.



Source: Australian Greenhouse Emissions Information System, Department of the Environment and Energy.

Source: <http://ageis.climatechange.gov.au/>

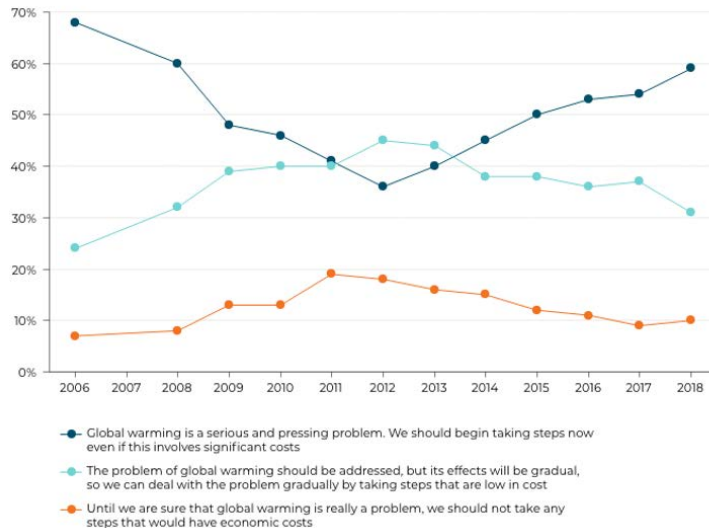
The paper acknowledges that as “a resource-based economy, Western Australia is significantly exposed to carbon transition risks,” but that this provides “genuine opportunities to transform the way we live, how we commute and how our businesses and industries operate” and that “[b]y embracing those opportunities, we can shift to a cleaner, more sustainable economy.”

## CITY OF FREMANTLE RESPONSE

This response paper by the City of Fremantle focuses on opportunities to bring forward that transition through the eyes and experiences of an urban local government that has been showing leadership by actively working to reduce its carbon and ecological footprint for over a decade.

It provides local examples of climate mitigation responses within the City of Fremantle and how these kinds of actions could be enhanced by an improved policy, investment and regulatory context at a state government level.

There is strong community support for climate mitigation responses within the City of Fremantle, and we are not alone in this concern. There is a growing awareness of the climate problem across Australia, as Lowy Institute poll from June 2019 demonstrates:



Source: Lowy Institute <https://www.lowyinstitute.org/the-interpreter/are-australians-more-worried-about-climate-change-or-climate-policy>

## CITY OF FREMANTLE AND EMISSIONS REDUCTION

The City of Fremantle has committed to strong low carbon transition targets including a target of 100% renewable energy by 2025 in addition to ongoing maintenance of organisational carbon neutrality through the purchasing of certified carbon offsets. Our approach for achieving this is mapped out in our Corporate Energy Plan:



Source: City of Fremantle

[https://www.fremantle.wa.gov.au/sites/default/files/170920\\_CoF\\_Corporate%20Energy%20Plan\\_FINAL.pdf](https://www.fremantle.wa.gov.au/sites/default/files/170920_CoF_Corporate%20Energy%20Plan_FINAL.pdf)

The City of Fremantle would like to share our response to addressing climate change, both in terms of organisational impacts and the work we do for our community. We encourage the Government of Western Australia, as the state's largest employer, to consider the impact of its operations and how it might show leadership to other governments – local, state and federal – business and the community by acting to achieve net zero emissions by 2025.

There are six main categories where we believe there is scope for reducing emissions, particularly in Perth, which we illustrate with data from our local government experience.

7. Renewable energy, batteries and other firming technologies investment
8. Energy Efficiency including building and street lights
9. City design, density and mixed use development
10. Transport inner urban light rail, electric vehicles and bikes
11. Waste
12. Urban greening

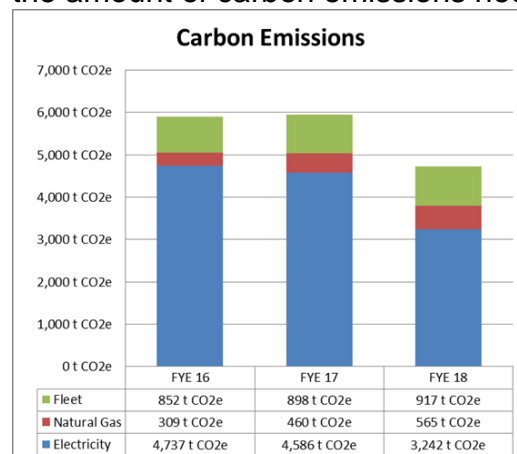
These all require investment but will ultimately save taxpayers money and create more liveable and sustainable urban areas.

### 1. Renewable energy, batteries and other firming technologies investment

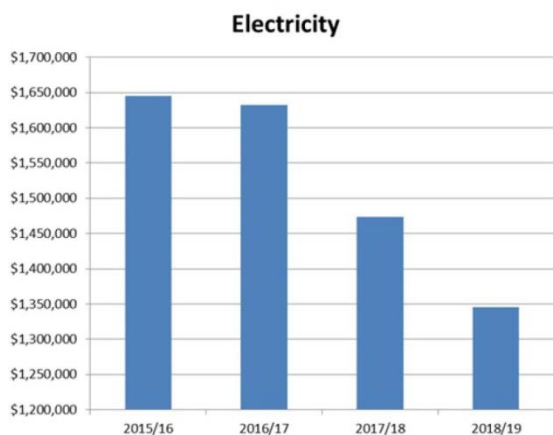
As the Issues Paper maps out, there is a major climate change and emissions challenge for WA in the area of energy: “Emissions in the SWIS have increased by around 16 per cent since 2005. A 26 per cent ‘pro-rata’ reduction for the SWIS, consistent with Australia’s Paris Agreement commitments, would require us to cut emissions by 36 per cent from current levels.”

The City of Fremantle has been successful in reducing its corporate carbon emissions in recent years through a major investment in renewable energy. The One Planet Fremantle Strategy has met its target that: “All buildings and structures (including street lighting and stationary energy sources) within the operational control of the City of Fremantle will be ‘net zero carbon’ by 2020; powered and heated by a combination of on and off site renewable energy and /or fully carbon offset.”

While the City’s carbon neutral claims rely on purchasing offsets for our emissions, the amount of carbon emissions needing to be offset is decreasing:



This has also resulted in lower power prices for the City of Fremantle:



Globally there has been a fundamental shift towards renewable energy being the cheapest form of power. Solar is now the cheapest in Australia as can be seen from this Bloomberg table:

#### Cheapest Energy Generation Technology By Country

2014

Coal	Gas	Wind	Solar
Belgium	Algeria	Denmark	
Bulgaria	Argentina	Germany	
Chile	Australia	Uruguay	
China	Brazil		
France	Canada		
Greece	Egypt		
India	Israel		
Indonesia	Mexico		
Italy	Peru		
Japan	Philippines		
Malaysia	Russia		
Morocco	Saudi Arabia		
Poland	U.S.		
South Africa	UAE		
South Korea			
Spain			
Thailand			
Turkey			
U.K.			
Vietnam			

2019

Coal	Gas	Wind	Solar
Indonesia	Algeria	Argentina	Australia
Japan	Belgium	Brazil	Chile
Malaysia	Bulgaria	Canada	Egypt
Philippines	Greece	China	France
Poland	Russia	Denmark	India
South Korea		Germany	Israel
Thailand		Mexico	Italy
Turkey		Morocco	Saudi Arabia
Vietnam		Peru	South Africa
		U.K.	Spain
		U.S.	UAE
		Uruguay	

Note: Reflecting the cheapest benchmark project for each technology and market.  
Source: BloombergNEF New Energy Outlook

**Source: Bloomberg** <https://www.bloomberg.com/graphics/2019-can-renewable-energy-power-the-world/>

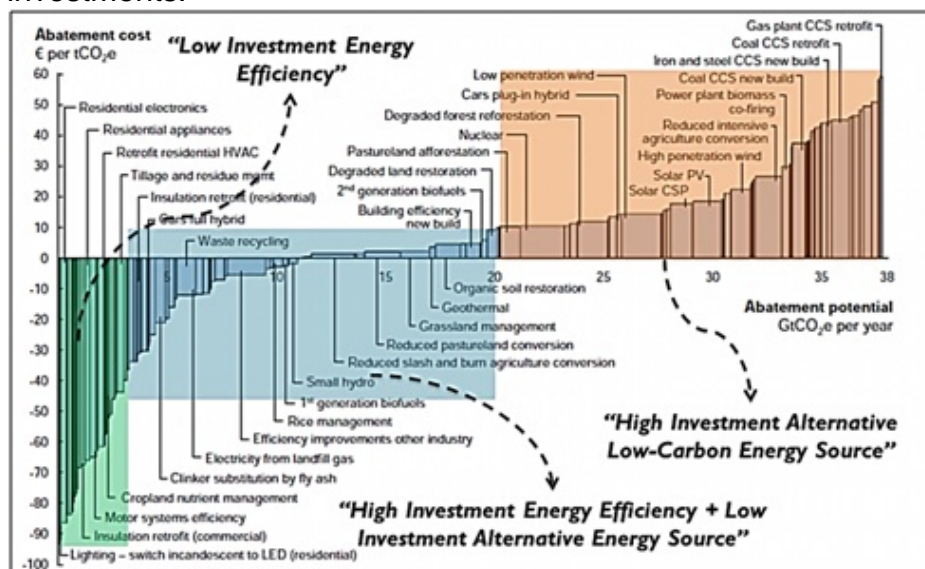
While over the last decade the WA state government has not adequately invested in these technologies there is nevertheless an opportunity now to significantly invest in wind and solar along with firming technologies such as batteries and pumped hydro to enable the Western Australian community as a whole to reduce its emissions. Implementation of time-of-use metering to spread the energy demand peak to align with energy production will need to be considered as part of the transition towards renewables. Peer-to-peer trading of renewable energy should also be encouraged, building on the RENEW Nexus research already started within the City of Fremantle. RENEW Nexus is an Australian-first trial that allows peer to peer trading of renewable energy, enabling households with rooftop solar to trade their excess energy to their neighbours using a blockchain enabled platform. Forty residential properties took part in the trial, which ran from November 2018 to June 2019. The trial gave households the flexibility to determine how much they were willing to buy and sell solar energy for, and to make the purchase via a blockchain-enabled platform. A fixed-use residential tariff and a new billing system were developed for the trial, allowing households to engage in discrete, time-based energy transactions.

The RENew Nexus project is supported by the Australian Government through the Smart Cities and Suburbs Program. The project is managed by Curtin University and includes the following partners: Murdoch University, Landcorp, Synergy, Western Power, Water Corporation, Power Ledger, energyOS, CSIRO/Data 61, CISCO and City of Fremantle.

## 2. Energy Efficiency including buildings and street lights

As the Issues Paper states: “buildings currently account for almost one fifth of Australia’s greenhouse gas emissions and, by international standards, our existing housing stock is relatively inefficient.” This is also the case for the majority of WA’s street lighting.

As the McKinsey abatement cost curve has demonstrated, energy efficiency has the least abatement cost. There is often, in fact, a negative cost for these kinds of investments:



Source: McKinsey & Company <https://www.mckinsey.com/business-functions/sustainability/our-insights/greenhouse-gas-abatement-cost-curves>

### Energy Efficient Buildings

The City of Fremantle recommends the state government consider the following suggestions with regards to energy efficient residential buildings:

- Raise the minimum standard for all new buildings from 6 to 8 star NatHERS rating as soon as possible.
- Implement a low interest loan scheme for upgrades to existing residential properties with access to more affordable energy efficiency upgrades including lighting and insulation.
- Extend the instant asset write-off scheme to include energy efficiency upgrades in buildings.
- Fast track development applications for sustainable projects in planning at the state and local level
- Offer density bonuses which provide developers with an increase in the permitted density of residential projects in exchange for more sustainable and



higher performing buildings (see, for example, City of Fremantle Local planning policy 2.2 split density codes and energy efficiency and sustainability schedule).

The City of Fremantle has developed several local planning policies with the intention of improving the sustainability of the built environment:

- **Local planning policy 2.2 split density codes and energy efficiency and sustainability schedule**

*An option to achieve the higher of the densities in the City's split density zones development is to achieve a star rating of one star in excess of the current energy efficiency requirement of the Nationwide House Energy Rating scheme (NatHERS). The star rating shall be certified by an accredited energy assessor, and the development has to include two "sustainable design initiatives" such as photovoltaics, water tanks, grey water, liveability.*

- **Local Planning Policy 2.13 Sustainable Buildings Design Requirements**

*This policy prescribes that 'large' (over 1000 sqm) commercial development is to achieve a 4 star green star rating, or equivalent.*

- **Local Planning Policy 3.1.3 – Precinct 3 [Queen Victoria Street, inner-Fremantle area]**

*This policy prescribes that development seeking discretion height in this precinct shall demonstrate best practice in environmentally sustainable design minimum Green Star rating of 5 Stars (Australian excellence) or equivalent in environmentally sustainable design.*

- **Local Planning Policy – Precinct 5 [Kings Square precinct]**

*This policy prescribes that development seeking discretion height in this precinct shall demonstrate best practice in environmentally sustainable design minimum Green Star rating of 5 Stars (Australian excellence) or equivalent in environmentally sustainable design.*

- **Local Planning Policy 3.11 - McCabe Street area, North Fremantle – height of new buildings**

*This policy prescribes that development on specific sites seeking discretion height in the area shall be designed and constructed in such a manner so as to achieve a rating of not less than 5 Star Green Star using the relevant Green Building Council of Australia Green Star rating tool or equivalent.*

- **Local Planning Policy 3.20 - Special control area provisions for small infill development**

*The purpose of this policy is to complement the planning controls set out in Local Planning Scheme No. 4 (LPS4) Clause 5.7 - Special control area provisions for small infill development. The purpose of these controls is to allow for an alternative development type, in select areas, that provides for more but smaller dwelling options to what would normally be available under the conventional zoning and density (R-Code). Under this policy buildings are to be designed and constructed to sustainably deliver greater environmental, social and economic outcomes, including a minimum additional star rating under the national construction code plus at least two additional features.*

In addition to the above, for development of the City's strategic sites in the city centre and the inner Fremantle Queen Victoria Street area, it is a requirement that any development demonstrates best practice in environmental sustainable design, incorporating into the building fabric measures to minimise energy consumption, water usage, emissions and waste.

The City of Fremantle has also been encouraging more sustainable development through supporting projects such as LandCorp's WGV, which aims to reduce grid energy consumption by 60%, with some lot types able to achieve 100% zero net annual energy. In addition, the City is now supporting Development WA to develop a project for sustainable infill at the Knutsford Precinct (which incorporates the Knutsford Structure Plan), East Village at Knutsford. The emphasis is on the enabling role of distributed district scale infrastructure to deliver low carbon and resilient development, including the possibility of community battery storage. There is also a focus on establishing community buy-in and setting up engagement structures through which the community can drive the processes that can lead to decarbonizing urban developments.

The Knutsford Street East Structure Plan contains provisions whereby to gain additional/higher density development a proposal would need to demonstrate leading edge sustainability and/or exceptional architectural merit and/or offer special amenity or affordability.

The City of Fremantle civic building is an excellent example of our policies in action. It is expected to be completed in late 2020, and will be a net zero carbon building producing more energy than it uses across the year. Features include:

- Sophisticated automated opening façade system
- 240kw solar PV system
- Energy-efficient LED lighting
- Broader temperature band to better correspond with external conditions



**City of Fremantle's new administration building, due for completion in 2020**

### *Street Lights*

Street lighting is one of the largest sources of greenhouse gas emissions and electricity costs for Western Australian local government. As such, Perth's

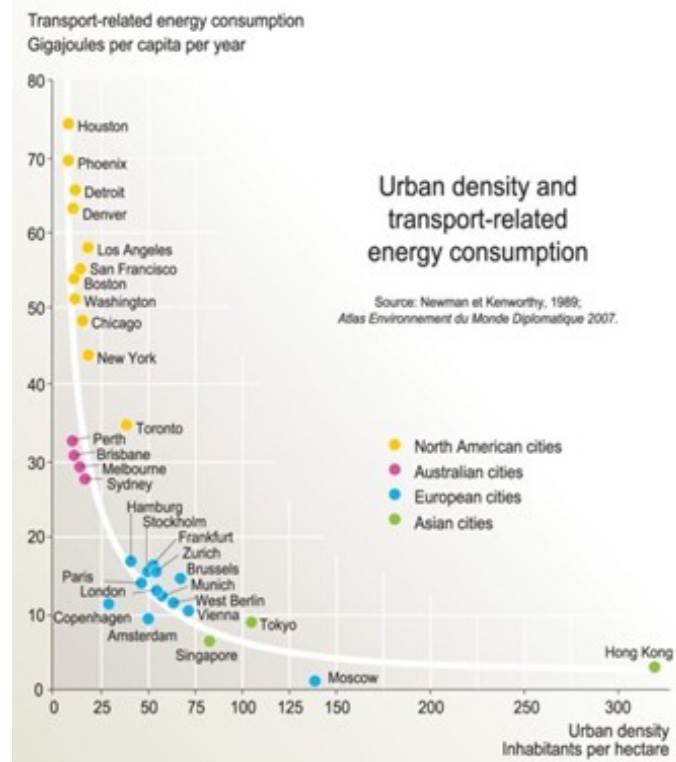


approximately 200,000 street lights are a huge opportunity for both sustainable change and returning financial savings to the community. Swapping inefficient sodium vapour, metal halide and mercury vapour lighting for LEDs can reduce costs and emissions by over 50%.

A significant overhaul of state policy and regulations regarding energy supply and metering for street lighting is also needed; please refer to WALGA's submission to the Issues Paper for details.

### 3. City design density and mixed use

Perth is one of the world's lowest density, most-sprawled cities. There is a well-established link between urban sprawl and transport related energy consumption.



Source: <https://www.grida.no/resources/5414>

Improvements in land-use planning should be central to the low carbon transition and include:

- A reduction in development on the urban fringe
- A focus on 21<sup>st</sup> century examples of Transit Orientated Developments (TODs).

The last dedicated TOD built in Perth was Subiaco Central, almost 20 years ago. Similar developments have been attempted: Cockburn Central is technically a Transit Adjacent Development, and Wellard is a reasonable outer suburban attempt. Town of Claremont has recently done some interesting density around its train station, and there's lots of discussion around Bayswater. But how do we get the right kinds of support from State Government to do more TODs well and see carbon and community benefits? Further work in this arena is necessary, and greater investment in joint state-local planning exercises and infrastructure.

- Better coordination of infrastructure investment with planning

#### 4. Transport: inner-urban light rail, electric vehicles, cycling and walking, freight

The Issues Paper states: “Transport emissions contribute 17 per cent of Western Australia’s total greenhouse gas emissions, and have increased steadily in recent years – rising 53 per cent between 2005 and 2017”. Western Australia has one of the highest rates of car use per person in the world. By international standards, our vehicles emit relatively high levels of greenhouse gas emissions per kilometre travelled. While the uptake of electric vehicles will reduce local pollution, and with renewable charging, carbon emissions, reducing Perth’s reliance on the private car should be a priority, for reasons of emissions reduction but also equity (not everyone can or wants to drive a car) and the safety and liveability of our streets.

The state government is already aware of the importance of supporting the use of low-carbon transport, however a greater share of the transport budget needs to be targeted at building infrastructure to support bike riding, walking and other active transport modes while providing world class connectivity between these modes and the public transport system. Development that prioritises and encourages use of active and public transport modes should be set as the standard, and model the way forward for Perth to exit car dependence.

A conceptual shift in transport planning away from movement of vehicles towards movement of people would support the case within government and in the community for a transition from carbon intensive to low carbon transport.



The City of Fremantle, through its One Planet Fremantle Strategy, has set a target to encourage and enable the community to reduce emissions from transport by at least 30% by 2020 in line with the sustainable carbon footprint target. In 2020, the City aims to have 38% of commuters arriving by car, and 44% using sustainable transport. The City strongly encourages the state government to set clear targets for increasing sustainable transport mode share, and reducing the mode share of private cars.

*Inner-urban light rail*

While investments in the outer Metronet lines are welcome, this should be complemented by inner urban transit investment, not just road widening. The Department of Transport's website says it is "meeting with local governments in Perth's central subregion to understand the transport and land use requirements for each area, as part of early stage planning for light rail". If progressed in a timely manner, the construction of light rail would be a huge boost for inner urban areas, providing essential support for restructuring the transport network towards sustainable modes.



**Artist's impression of potential light rail on the South Terrace cappuccino strip, Fremantle.**

*Electric vehicles (EVs)*

While the market for EVs is diversifying, with more models available at increasingly competitive rates, uptake is still low. As the electricity grid becomes greener through the uptake of renewable energy, EVs are becoming a low-carbon transport mode that should be encouraged where possible by the state government through support for charging infrastructure and providing incentives through vehicle registration. The City of Fremantle has shown its support for the uptake of EVs through installing public charging stations on the South Terrace Cappuccino Strip, and is currently undertaking a trial to assess the performance of an electric-powered rubbish truck.

*Cycling, walking and small-mobility devices*

As low emissions, healthy, equitable and cheap modes of transport, cycling, walking and other small-mobility devices, such as scooters and skateboards, should be given priority in transport planning and a greater share of the transport budget. This should include provision for charging electric bikes and other mobility devices, and legislative changes to allow use of electric scooters on both roads and footpaths. Increased funding is needed for local governments through the WABN grant program to deliver connected cycling and walking networks outside Principal Shared Paths. Investing in active modes of transport saves the community costs on fuel and car maintenance, creates growth in jobs in the bike and construction industry, increases spending in shopping areas, increases tourism visit spend and reduces car congestion costs. Cycling and walking, in particular, are key elements of a liveable city. High uptake of these transport modes is linked with reduced congestion, more efficient and pleasurable road experiences for all transport users. Cities with high active transport use have more opportunities for social connections through

increased interaction with people and places, creating a happier population. As the population in active-transport cities receives more incidental exercise than those in car-dominated urban environments, overall health benefits increase, leading to less incidents of heart disease, depression and obesity related illness.

The City of Fremantle is working through its Bike Plan 2019-2024 to increase the commuter mode share of cycling from 3.1% to 5.8% through a variety of hard and soft infrastructure approaches. The Bike Plan is the City's approach to make cycling as convenient, connected, safe and enjoyable as possible, so that travelling by bike is an attractive alternative to the car, and is a key component of the City's work to increase the liveability and sustainability of the Fremantle area.

### *Freight*

The City of Fremantle strongly encourages the state government to develop options for rail transport for freight, to reduce the number of trucks on the roads. In addition to decreasing the state's reliance on fossil fuels for freight transport, the shift to rail will have positive impacts on local communities currently affected by diesel particulate, noise and road safety concerns associated with heavy haulage trucks.

## **5.Waste**

The Issues Paper states: "Waste accounts for 2 per cent of our State's greenhouse gas emissions. While this is a small contribution to our State's total, these emissions have increased 20 per cent between 2005 and 2016."

Western Australia produces almost 20 per cent more waste annually than the national average. A typical Western Australian household creates about 28 kilograms of waste each week, of which only around one third is recycled and the rest sent to landfill. Government targets for a more sustainable, cleaner environment require at least 75 per cent of waste generated in Western Australia to be reused or recycled by 2030. For this target to be met, and to drastically reduce the emissions resulting to our waste, the state government needs to set firm deadlines and requirements for the roll out of Food Organic Garden Organic (FOGO) collection service for all residences. Municipal compost is an excellent approach for reducing the emissions associated with waste: the Southern Metropolitan Regional Council's waste composting facility annually saves 32,000 tonnes of CO<sub>2</sub>-e.

## **6.Urban greening, biodiversity and the heat island effect**

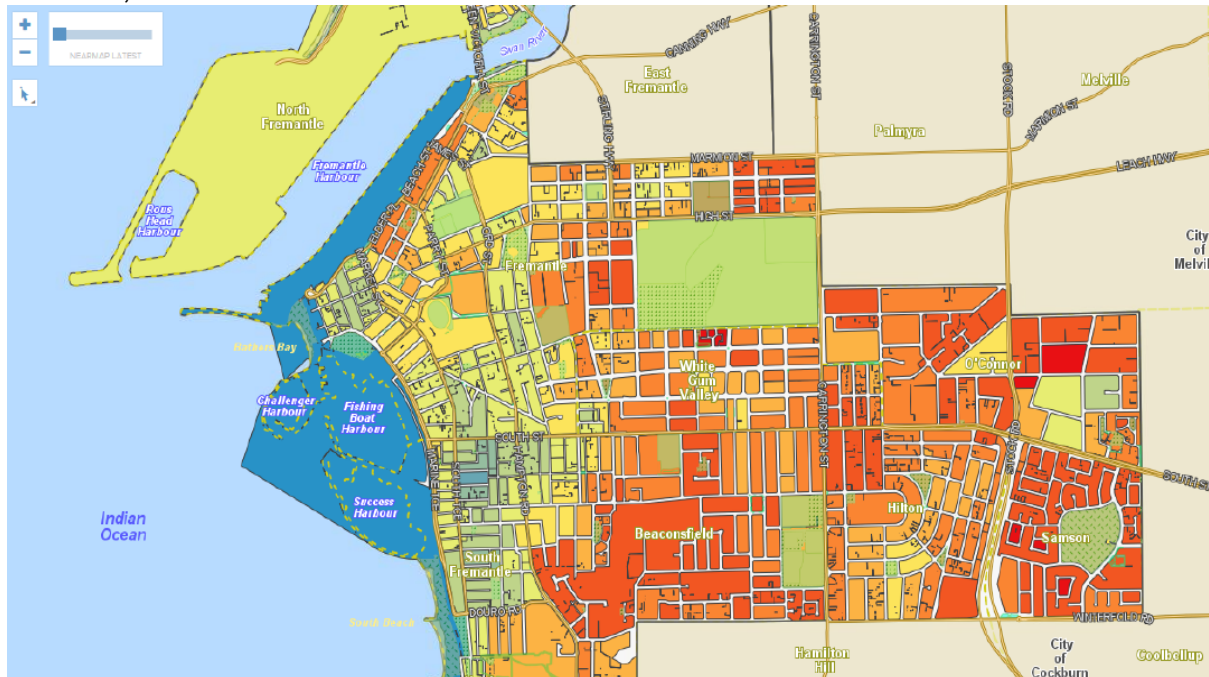
The Issues Paper states: "Western Australia is internationally recognised for its diverse habitats and endemic plant and animal species. The state's south-west is one of only 34 global biodiversity hotspots. Our biodiversity is under threat from a range of processes, including land clearing, reduced rainfall, changed fire regimes, invasive species, disease, grazing and salinity."

Perth is expected to be up to 2.7 °C hotter by 2030. This increased temperature will impact the liveability of the city, particularly in eastern suburbs, where vegetation and tree canopy is lower and warming will be even greater. The heat island effect has significant implications for human health, local ecosystems, and the water cycle, and can increase energy demands for heating and cooling.

The City of Fremantle is implementing its Urban Forest Plan to maintain and increase the liveability of the City, mitigating the effects of climate change on biodiversity and guarding against the urban heat island effect. The Urban Forest Plan, for example, sets a target of increasing the number of trees in Fremantle from 13,000 in 2017 to 23,000 by 2027 through a variety of means including street tree planting and supporting local community groups to engage in tree planting days.



The City supports tree planting elsewhere in WA through its purchase of local carbon offsets. In FYE 2018, the City offset 5000 tonnes of carbon emissions through the surrender of Biodiverse Reforestation Carbon Offsets in the Yarra Yarra Biodiversity Corridor, north of Perth.










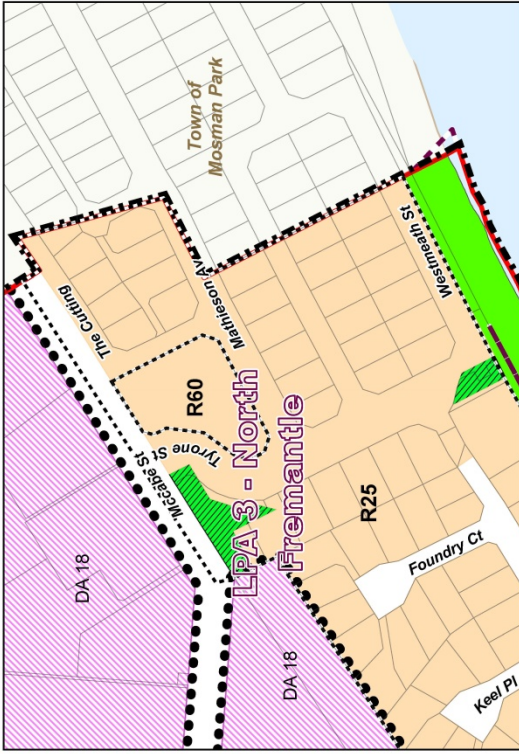



City of Fremantle urban heat map: blue through green, yellow, orange and red indicates intensity of heat across the area, showing areas to target for urban greening.

**SPT1911-3 PROPOSED SCHEME AMENDMENT NO. 79 - OMNIBUS  
AMENDMENT - OUTCOMES OF ADVERTISING AND FINAL  
ADOPTION**

**ATTACHMENT 1: Amendments to the Scheme Map**


<p><b>COUNCIL ADOPTION</b></p> <p>This Standard Amendment was prepared by resolution of the Council of the CITY OF FREMANTLE at the ordinary meeting of the Council held on the ..... day of ..... 20.....</p> <p>Mayor _____</p> <p>Chief Executive Officer _____</p>	<p><b>FINAL APPROVAL</b></p> <p>1. This amendment is recommended for support by resolution of the CITY OF FREMANTLE at the ordinary Meeting of the Council held on the ..... day of ..... 20..... and the Common Seal of the CITY OF FREMANTLE was hereunto affixed by the authority of a resolution of the Council in the presence of:</p> <p>Mayor _____</p> <p>Chief Executive Officer _____</p> <p>2. RECOMMENDED/SUBMITTED FOR FINAL APPROVAL</p> <p>Delegated under Section 16 of the Planning and Development Act 2005 _____ Date _____</p> <p>3. FINAL APPROVAL GRANTED</p> <p>Minister for Planning and Infrastructure _____ Date _____</p>	<p><b>City of Fremantle LOCAL PLANNING SCHEME No 4</b></p> <p><b>AMENDMENT No 79 - Sheet 1 of 8</b></p> <p>Zoning of unzoned portion of land No. 140 (Lot 2) Stirling Highway, North Fremantle to Development Zone (DA18).</p> <p>Compiled: May 2019/RPB Printed: June 2019/RPB Scaled: 1:2,000 at A3 Subject No: 218/070 Map File: LPS4amendment79.aprx</p>
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> Parks and Recreation Reserve</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> Primary Regional Road Reserve</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: grey; border: 1px solid black;"></span> Railway Reserve</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black;"></span> Open Space Reserve</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: pink; border: 1px solid black;"></span> Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black;"></span> Development Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black;"></span> Local Planning Areas</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dotted black;"></span> LPS4 LGA boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> LPS4 Scheme boundary</li> </ul> </div> <div style="width: 50%;"> <div style="display: flex;"> <div style="width: 48%; border: 1px solid black; padding: 5px;"> <p><b>EXISTING ZONING</b></p> </div> <div style="width: 48%; border: 1px solid black; padding: 5px;"> <p><b>PROPOSED ZONING</b></p> </div> </div> </div> </div>		

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<div data-bbox="300 981 331 1075"> <p><b>Legend</b></p> </div> <div data-bbox="351 801 750 1075"> <ul style="list-style-type: none"> <li> Parks and Recreation Reserve</li> <li> Open Space Reserve</li> <li> Residential Zone</li> <li> Development Zone</li> <li> Development Area</li> <li> R-Code boundary</li> <li> Local Planning Areas</li> <li> LPS4 LGA boundary</li> <li> LPS4 Scheme boundary</li> </ul> </div> <div data-bbox="300 1097 821 1848">  <p>Map showing the alignment of Tyrone and Westmeath Open Space reserves, with various zoning and boundary overlays. The map includes labels for streets: The Cutting, Tyrone St, Westmeath St, Foundry Ct, Keel Pl, and Mosman Park. It also shows the Town of Mosman Park and the City of Fremantle. The map is titled 'LPA 3 - North'.</p> </div> <div data-bbox="874 1097 1396 1848">  <p>Map showing the alignment of Tyrone and Westmeath Open Space reserves, with various zoning and boundary overlays. The map includes labels for streets: The Cutting, Tyrone St, Westmeath St, Foundry Ct, Keel Pl, and Mosman Park. It also shows the Town of Mosman Park and the City of Fremantle. The map is titled 'LPA 3 - North'.</p> </div>				



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<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Parks and Recreation Reserve</li> <li>Primary Regional Road Reserve</li> <li>Railway Reserve</li> <li>Open Space Reserve</li> <li>Residential Zone</li> <li>Mixed Use Zone</li> <li>Development Zone</li> <li>Development Area</li> <li>R-Code boundary</li> <li>Local Planning Areas</li> <li>LPS4 LGA boundary</li> <li>LPS4 Scheme boundary</li> </ul>		<p><b>City of Fremantle LOCAL PLANNING SCHEME No 4</b></p> <p><b>AMENDMENT No 79 - Sheet 3 of 8</b></p> <p>Zoning of unzoned portion of No. 130 (Lot 220) Stirling Highway, North Fremantle to Development Zone (DA18).</p> <p>Compiled: May 2019/RPB Printed: June 2019/RPB Scale: 1:2,000 at A3 Subject No: 218/070 Map File: LPS4amendment79.aprx</p>	
<p><b>EXISTING ZONING</b></p>		<p><b>PROPOSED ZONING</b></p>	



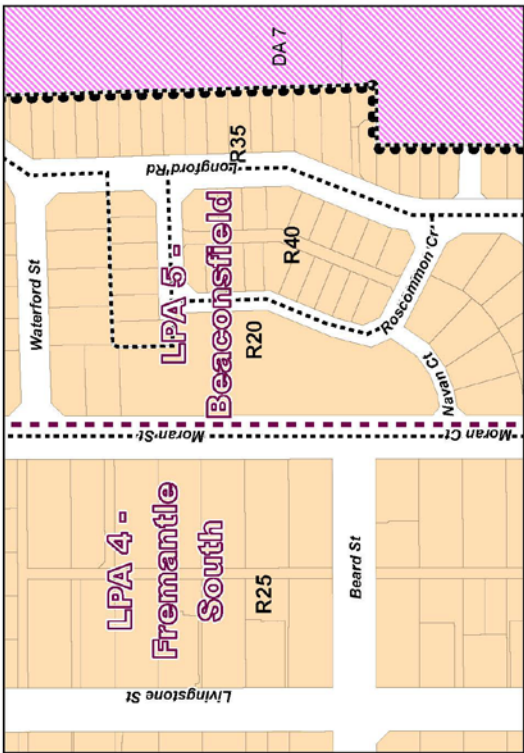
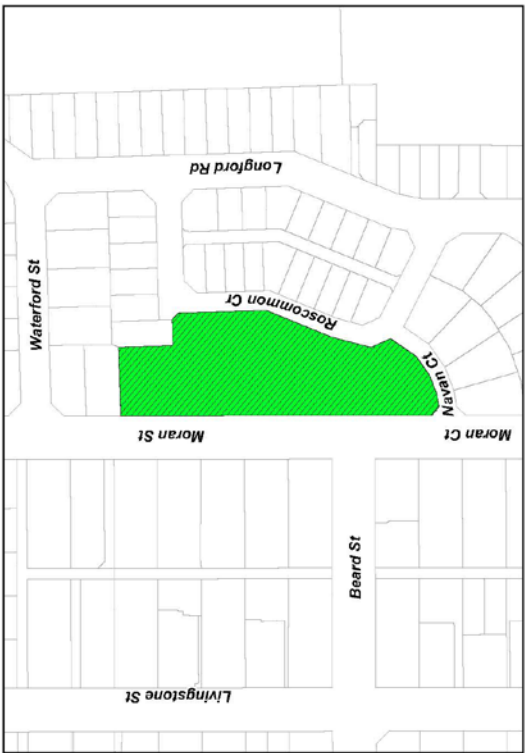
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<div data-bbox="300 981 331 1077"> <p><b>Legend</b></p> </div> <div data-bbox="352 808 970 1070"> <ul style="list-style-type: none"> <li>Primary Regional Road Reserve</li> <li>Railway Reserve</li> <li>Open Space Reserve</li> <li>Community Facility-Community Facilities Reserve</li> <li>Residential Zone</li> <li>Local Centre Zone</li> <li>Mixed Use Zone</li> <li>Industrial Zone</li> <li>Development Zone</li> <li>Development Area</li> <li>R-Code boundary</li> <li>Development Plans</li> <li>Local Planning Areas</li> <li>FPA referral boundary</li> </ul> </div> <div data-bbox="268 1099 826 1850"> <p><b>EXISTING ZONING</b></p> </div> <div data-bbox="842 1099 1406 1850"> <p><b>PROPOSED ZONING</b></p> </div>			

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<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Primary Regional Road Reserve</li> <li>Residential Zone</li> <li>Neighbourhood Centre Zone</li> <li>R-Code boundary</li> <li>Local Planning Areas</li> </ul> </div> <div style="width: 50%;"> <p><b>EXISTING ZONING</b></p> <p><b>PROPOSED ZONING</b></p> </div> </div>		

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<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> Residential Zone</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #00ff00; border: 1px solid black; margin-right: 5px;"></span> Open Space Reserve</li> <li><span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #ff00ff 2px, #ff00ff 4px); border: 1px solid black; margin-right: 5px;"></span> Development Zone</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ffffff; border: 1px solid black; margin-right: 5px;"></span> Development Area</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black; margin-right: 5px;"></span> R-Code boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dotted black; margin-right: 5px;"></span> Local Planning Areas</li> </ul> </div> <div style="width: 50%;"> <p><b>EXISTING ZONING</b></p>  </div> <div style="width: 50%;"> <p><b>PROPOSED ZONING</b></p>  </div> </div>				

## **SPT1911-4 CAR SHARE POLICY SG57 - REVIEW**

### **ATTACHMENT 1 - Revised Car Share policy SG57 (Proposed)**

# **Car Share**

## **Policy scope**

Car share schemes allow members to book a nearby vehicle for a short time, unlock it with a membership card, and later return the vehicle at the end of the booking. Cost is calculated on time and trip distance.

As a component of its Integrated Transport Strategy, the City wishes to facilitate establishment of a car share scheme within Fremantle to provide an alternative to private car (or second car) ownership and, ultimately, reduce private vehicle travel.

The purpose of this policy is to outline the approach the City will take to facilitating this and the measures it will take to support the establishment of an initial trial scheme.

## **Policy statement**

The City of Fremantle will seek to facilitate a fleet of car share vehicles. This network of vehicles will enable a significant number of households and businesses in Fremantle to have access to a car without having to commit to the purchase of one.

In support of this, the City will:

- review its private parking standards to consider where reduced provision might be appropriate on the basis of availability of car share schemes
- consider proposals to establish car share schemes within the City of Fremantle submitted to it
- consider provision of public car parking bays (initially at a subsidized rate as part of a trial to establish an initial car share scheme).

### **1. Intended outcomes**

**1.1 Use street parking more efficiently in the City of Fremantle.** In many areas of the City, growing parking demand has exhausted the available kerbside parking space. Car sharing is a more efficient use of parking space, allowing a single vehicle to be used frequently by a large number of households.

**1.2 Reducing community greenhouse emissions in the City of Fremantle.**

Car share vehicles are typically newer and more fuel-efficient than the average vehicle. They emit fewer greenhouse gases and fewer urban air pollutants. Increased uptake of car sharing will contribute to reduction in the City's greenhouse gas emission, in accordance with the One Planet Fremantle Strategy and Action Plan.

**1.3 Support economic growth in the City of Fremantle.** Many city businesses, particularly small businesses, operate in neighbourhoods with limited off street parking and high parking costs. Car share schemes can also enable small businesses to reduce their overall expenditure on owning and maintaining a corporate fleet of vehicles. Use of shared vehicles is a realistic option for many of these businesses, and contributes to the viability of small business in inner-city neighbourhoods.

**1.4 Reducing congestion in the City of Fremantle.** Trips in shared cars tend to be planned in advance rather than last minute, and charges increase in proportion to trip distance and duration. For this reason, those who share a vehicle make fewer and shorter trips than private drivers. Greater uptake of car sharing will consequently reduce total driving and on-road congestion.

**1.5 Slowing growth in private vehicle ownership in the City of Fremantle.** With inner city density targets in place, and expected population increases city-wide, car ownership in the City of Fremantle could be expected to increase with serious implications for parking availability, traffic congestion and resource consumption. In keeping with the City's targets to reduce pollution and increase sustainable transport options, we endorse car share options as a means to slow growth in private vehicle ownership and reduce the need for second vehicle purchase.

## **2. Car Share Scheme Proposals**

Proposals to establish car share schemes within the City of Fremantle will be considered in relation to:

1. Their ability to contribute to the intended outcomes listed above
2. Equity and good governance
3. Any costs (including in kind or administrative) they impose on the City.

To assist in the formulation and assessment of proposals, the following guidance is offered.

### **2.1 Use of on-street and public car park spaces**

The City will provide a number of dedicated and exclusive on-street and public car park spaces for authorised car share vehicles. The quantity and location of on-street spaces will be negotiated with the operator commensurate with membership levels in the City of Fremantle and public benefit, and may increase over time.

The use of dedicated on-street spaces allows for convenient and equitable provision of car sharing across the City's different neighbourhoods. The benefits include:

- i) Efficiency: A greater number of City residents and businesses can use finite on-street space.
- ii) Equity: Access to street parking is extended to a greater proportion of households, including those who choose not to buy, or cannot afford, a private vehicle.
- iii) Convenience: On-street parking allows cars to be located close to residents, and evenly distributed throughout neighbourhoods.

Payment of a fee for public parking spaces commensurate with loss of revenue will be expected (refer 2.4 below).

## **2.2 Private parking spaces**

The City of Fremantle will encourage on-site car share spaces where feasible, safe and accessible to the surrounding community, and upon agreement with the owners' corporation. The contribution these make to parking requirements applicable under the planning scheme will be assessed on their merits against the principles of the scheme (or as specified by any applicable local planning policy).

## **2.3 Management and operation**

Car share operators seeking to utilise public parking will be required to enter legal agreement with the City governing the terms of their use of allocated spaces.

The City will dedicate public car share spaces only to genuine car share companies or service providers. To qualify, the provider must:

- i) Have, or be developing, a network of cars in locations that are accessible to all members.
- ii) Allow, at a minimum, any licensed driver over age 18 to join, subject to reasonable creditworthiness and driving history checks.
- iii) Supply a simple, user-friendly internet and / or phone-based booking system available to members 24 hours per day, allowing immediate booking of vehicles.
- iv) Offer minimum booking durations of one hour or less.
- v) Provide a user-friendly website with access to locations and current booking details for all cars, and a clear terms of use for car share members.



Allocation of public parking bays to traditional car rental businesses (as opposed to genuine car share operators) will not be considered.

E-scooter schemes may be considered under this policy where they are demonstrated to facilitate the intended outcomes of the policy.

Agreements between the City of Fremantle and car share operators will include annual reporting by the operator on:

- the operation of the scheme,
- membership levels and post code,
- usage (including booking availability rates), and
- planned expansion.

Inclusion of details of environmental benefit is desirable but not mandatory.

Where the scheme is establishing and so subject to the parking fee waiver outlined in 2.4, audited financial details must be provided annually to allow the City to review the level of subsidy provided by the waiver.

In the case of non-compliance with these obligations, the City may impose sanctions to remedy the breach, and deter future non-compliance.

## **2.4 Recovery of costs**

Fees and charges should maintain the incentive for residents to share vehicles, while balancing support for car sharing with reasonable recovery of public costs:

- i) Where per-vehicle fees are levied to recoup the administrative costs of issuing resident parking permits, these fees will apply to car share vehicles.
- ii) The City will not impose other charges on car share vehicles intended for use by residents or small businesses unless these charges are also incurred by private vehicles. Charges, where applicable, will be specified in the operators' agreement with the City and will be based on estimated loss of revenue.
- iii) Car share companies must agree to fund in full the line-marking and signage of car share spaces where required. A make good clause will apply where car share operators discontinue use of their allocated bays - bays will be required to be returned to their original condition.

To assist in the establishment of an initial scheme, City may consider waiving charges for a limited number of bays (up to 8) for an initial establishment period (up to 5 years) if this is demonstrated as necessary to enable the establishment of a viable scheme: this will not be offered for subsequent schemes or to multiple operators. In the event of the City receiving multiple proposals concurrently, the City will consider application of this waiver to that representing the best overall public benefit.

Notwithstanding the above, the Chief Executive Officer may authorise the waiving of fees or charges for non-profit car share operators.

### **2.5 Competition and new entrants**

The City of Fremantle car sharing program is open to both existing and new car share operators. Potential new operators must meet the requirements of this policy. This policy in no way preferences any operator.

If after a trial period of this policy it is deemed that there is a significantly growing market for car share in the City of Fremantle, an Expression of Interest process may be required to ensure consistency and equity for new entrants, and to ensure the supply of car share spaces is sustainable relative to demand.

The City reserves the right to reject any application for establishment of an on-street or City car park car share space. The City may also refuse speculative and large scale placement of car share vehicles in the absence of reasonably foreseeable resident and business demand.

## **3 Promotion**

The City will work to promote community awareness and understanding of car sharing. Where appropriate, this marketing will be incorporated into the City's promotion of walking, cycling, and public transport and will reflect principles outlined in the City's One Planet Council Strategy, and Integrated Transport Strategy.

## **4 Enforcement**

Recognising that illegal parking is particularly problematic for car sharing, the City of Fremantle will support this policy by monitoring allocated car share spaces during regular parking patrols, and issuing infringements to non-car share vehicles parking in car share spaces.

Car share operators will also have an obligation to monitor the use of allocated parking spaces by non-authorised vehicles, and to report illegal uses to the City of Fremantle.

## **Definitions and abbreviations**

***“Chief Executive Officer*** – The Chief Executive Officer of the City of Fremantle

***Act*** – The *Local Government Act 1995*”

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