



CITY OF FREMANTLE

LOCAL PLANNING POLICY 3.1.5

PRECINCT 5

ADOPTION DATE: 22 JANUARY 2013*

AUTHORITY: LOCAL PLANNING SCHEME NO. 4



CONTENTS

	Page
1. About this document	2
2. Precinct vision	3
3. Precinct character	4
4. Desired character	8
5. Public realm	10
6. Built form & legibility	15
7. Discretionary additional building height	17
Appendix 1	21

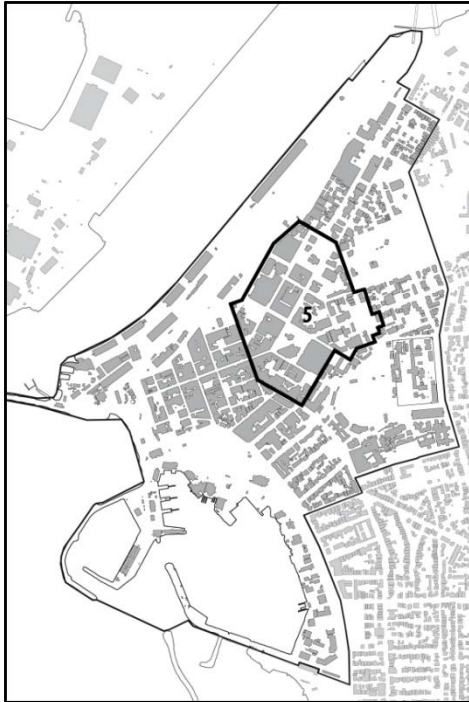
LIST OF FIGURES

	Page
1. Precinct 5 – location of precinct within broader Fremantle Centre context	2
2. Precinct 5 boundary	2
3. Character areas	4
4. Public realm	10
5. Required street setback areas	12
6. Views and landmarks	15
7. Sites where discretionary additional building height may be permitted	17

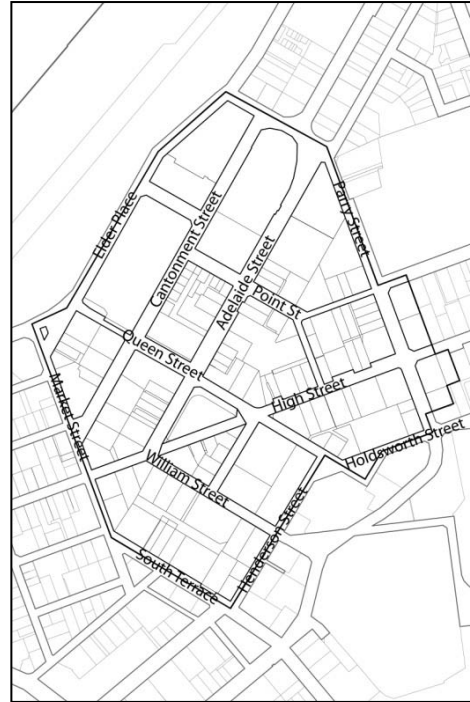
*Council adopted the policy at its ordinary meeting on 28 November 2012, however the policy did not take effect until the publication of a public notice on 22 January 2013

1. ABOUT THIS DOCUMENT

The purpose of this policy is to detail design provisions to complement the land use and development requirements prescribed in the Local Planning Scheme No. 4 for Precinct 5. Precinct 5 is situated in the inner part of the broader Fremantle Centre area, as represented by Figure 1. Figure 2 defines the boundary of the precinct and the provisions of this policy apply to all proposed land use and development within that boundary.



*Figure 1:
Precinct 5 – location of precinct within
broader Fremantle Centre context*



*Figure 2:
Precinct 5 boundary*

The provisions of this policy are to be read and applied in conjunction with the relevant provisions of the Local Planning Scheme, Residential Design Codes and local planning policies.

Refer to the Local Planning Scheme for specific land use and development requirements relating to:

- Land use;
- Permitted building height and the setting back of buildings;
- Additional discretionary building height;
- On-site vehicle parking; and
- Diversity of residential dwellings.

In addition to this specific local planning policy, there are other local planning policies that will likely be applicable to new development and land use within the precinct. Refer to Appendix 1 of this policy for a list of these.

Additionally and of particular importance are the design principles contained in the Local Planning Scheme and/or local planning policy that assist in determining the design quality of development.

The intent of this policy is to detail provisions that address principles of urban design as much as architectural design. Proposed development will be assessed on its contribution to the streetscape as well as its individual architectural merit. Good design goes beyond style and individual taste and this policy aims to assess buildings on their functionality and efficiency, as well as their aesthetics.

As the provisions of this policy are largely non-prescriptive, the City encourages applicants to utilise experts from a variety of fields to ensure that in-depth analysis and innovative solutions are developed in response to the design complexities intrinsic to the area. For these same reasons the City encourages early and ongoing engagement with the City's Design Advisory Committee.

It is also important to consider and to demonstrate how the standard of design quality will be maintained and delivered throughout all phases of the development.

2. PRECINCT VISION

The precinct is the centre of the city's civic, retail, commercial and residential life which is clearly recognised through the intensity of activity and scale of development.

The precinct:

- Aims to attract new residents and high value business activity that would want to be associated with a neighbourhood of contemporary identity while still being part of the broader Fremantle sense of place and lifestyle.
- Incorporates Kings Square that is clearly recognised as the city's civic centre and a central commercial hub of a revitalised Fremantle.
- Combines key retail anchors and shopping streets together with a diverse mix of uses that generate activity throughout the week and into the evening.
- Has new buildings of contemporary and innovative architecture that provide a distinctive yet sympathetic balance to the precinct's retained and conserved heritage buildings and places.
- Has new buildings that reflect the community's commitment to progressive environmental sustainability and incorporate a high quality of design and materials that is appropriate for this central city location.
- Has a built form that provides a good balance between providing activated and comfortable public spaces with the provision of sufficient new floorspace to accommodate increased numbers of workers and residents at a density to support a sustainable future for the city.
- Accommodates the city's highest density of residents and businesses, with easy access to public transport via a network of convenient, safe and attractive pedestrian routes and spaces.

3. PRECINCT CHARACTER

The precinct contains three broadly distinguishable areas of differing character, as shown in Figure 3. The overlapping zones between the three areas represent zones of transition between the characteristics of the three areas.

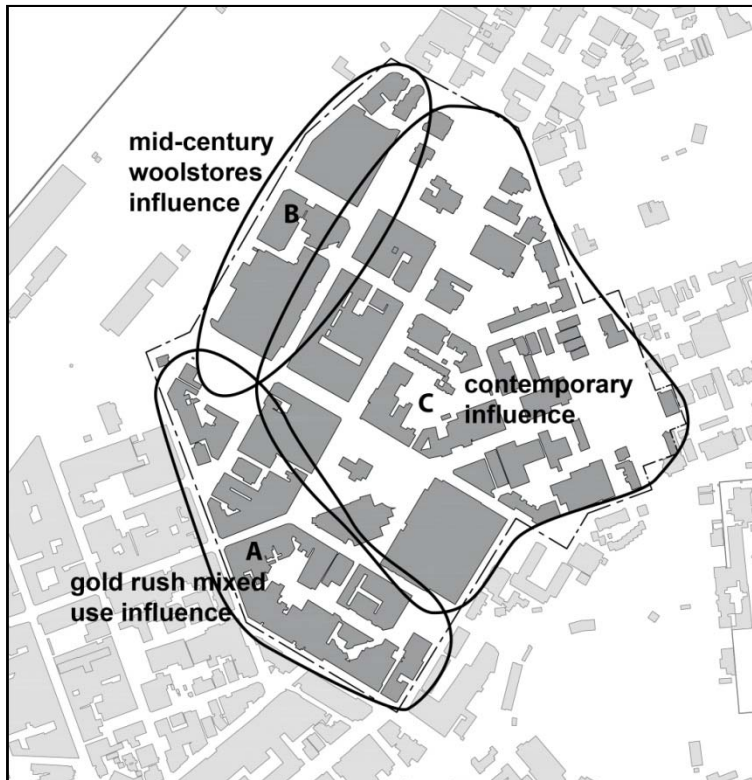


Figure 3: Character areas

The following sections provide an overview of the existing and historic character of these three areas.

Area A - Gold rush mixed use influence

Area A comprises of largely intact former mixed-use buildings with shops at ground floor with commercial or residential uses above constructed around the turn of the nineteenth century. Generally, the impact made by the buildings in Area A is greater than its parts and collectively they form a significant streetscape, which contributes to the significance of the sub-precinct.

These buildings were simply designed, usually rectangular in plan, with the front face abutting the rear edge of the footpaths that lined the streets. The height of the buildings ranged from between one to three storeys but is most commonly two storeys. The buildings sometimes have a basement.

The design of these buildings display a clear hierarchy of parts. Considerable attention was given to the design of a suitably imposing street frontage whereas the minor facades, although well built, were utilitarian in appearance.

All buildings are constructed at the rear edge of the footpath with zero front setback and will also usually have zero setbacks on their side boundaries.



The main facades of the buildings are almost invariably classical in style and display a fineness of detail appropriate to their urban setting. The main facades of these building are either symmetrical or designed as an asymmetrical composition containing symmetrical elements within it. The façades are either completely rendered with walls rendered to give the appearance of ashlar stonework and detailing or, more commonly, are composed of rendered detailing and unpainted tuck-pointed brick walls. The corrugated iron roofs are nearly always concealed behind a parapet which, depending on the design of the facade below, sometimes contained a pediment.

The underlying classical influence is evident in the composition consisting of a base, middle and top sections. The middle sections are modulated either simply by regularly placed windows set in walls, or more strongly, by vertical elements such as piers or pilasters. The verticality of the middle section is balanced by the horizontal projections such as cornices and string courses of the top.

The designs of the facades were underpinned to a degree by the geometry of the Palladian / Georgian early 19th century system of proportioning, which determined both the widths and heights of a window and the horizontal and vertical distances between windows.

The main facades of these buildings were usually of brickwork construction. Commonly the upper floors were of load-bearing brickwork supported at about first floor level by steel beams. This allowed the shop fronts at ground floor level to be contained in larger openings than would be the case if the walls were entirely of load bearing construction.

The walls of the minor facades were, almost without exception, of load bearing face brick construction. Typically the window openings were about a metre wide containing timber framed double hung sash windows.

Ground floor shops have a ceiling height of around 4 metres. Original shopfronts provide views into the building to give interest to passers-by and make the building's function and retail offer apparent. Original shopfronts consist of an area of fixed glazing and a front door.

The shopfronts fill an area from around 300-600mm above footpath level to at least the soffit of the awning. Shopfronts continuing up past the verandahs to form highlight windows are characteristic. Typically the mullions and transomes of shop front are thin sections to maximise the amount of clear glazing. Areas above transomes are glazed.

All have verandahs or canopies that span the full depth of the footpath and are consistent in height.

Area B - Mid century woolstores influence

Area B consists of former woolstores buildings constructed from the 1930s to the 1950s.

Fremantle was established as the port town for Perth and this purpose underpinned its distinct character and heritage. The woolstores buildings were constructed during a period when the processing, storage and distribution of export and import commodities took place within the near vicinity of the harbour. The architectural expression of their utilitarian purpose, particularly their massiveness, contributed to an urban character that differentiated Fremantle from other places in the metropolitan area.



Collectively the woolstores made an impact that defined the urban edge where the city met the port. The demolition of two of these woolstores is now seen to have diminished the

character of this area. It is also recognised that the buildings were designed to fulfill a singular purpose without consideration of other aspects considered to be attributes of good urban design

Classically influenced and utilitarian in design, rectangular in plan, single minded and bold in character. Were or gave the appearance of, load bearing red brick construction with quasi-structural expression in the façade. Rendered lintels and sills contrasted with brick walling. Large windows. Saw tooth trussed roof with glazed skylights above upper level wool classing area. Trusses oriented to achieve south lighting. Ground floors accommodated large loading bays.

Great depth to the façade with horizontal spandrels recessed behind plane of emphatic vertical brick piers terminating at the parapet. Some abutted the rear edge of the footpaths that lined the streets, others set back to accommodate roofed loading bays and platforms. The footpaths were not covered.

Area C – Contemporary influence



Area C exhibits no strong unifying character, except for the large mid 20th century developments such as the Myers Building and the Westgate Mall complex. Rather the area is comprised of buildings of a variety of architectural styles associated with different construction periods and different land uses. The buildings are generally of low architectural quality and thus make a limited contribution to legible streetscapes or to a coherent area overall.



Notwithstanding the lack of unifying character, there a number of buildings and public spaces of cultural heritage significance within the precinct that contribute to the social and civic fabric of the area and city overall. Notable examples are Kings and Queens Squares, Princess May Reserve, the Basilica and Presbytery of St Patrick, Victoria Hall, and the terrace of late 19th century houses in Point Street.

4. DESIRED CHARACTER

The following section details the desired character for the three areas identified in Figure 3 above.

Applicants are required to submit a design statement that explains how the proposed development has appropriately responded to the desired character statements relevant to the development's location. The response to the desired character is particularly important regarding the proposed development's relationship to the streetscape or public space. Conversely, a more flexible approach may be taken to the development's response to the desired character to portions of the building that are mid block and are not directly adjoining the streetscape or public space.

New development located within the transition (overlapping) zones will need to demonstrate how it addresses the transition in character between areas.

Area A – gold rush mixed use influence

New development within this area should be strongly influenced by the existing character, streetscape surrounds and adjoining buildings. Whilst new development may convey an overall contemporary design and style, the new development should reflect the traditional proportioning, streetscape scale, materials and verandah treatments of the historic buildings, particularly the design characteristics associated with traditional ground floor retail and commercial land uses.

Area B – mid century woolstores influence

New development within this area should reflect the massing, streetscape scale and proportioning of the remnant 1927 and 1950s Elders Woolstores building, however may embody contemporary detailing, materials and finishes associated with the new uses of these large street blocks. The massing and scaling of new development should reinstate the distinct urban wall along Elder Place fronting the port that was previously provided by the historic wool storage buildings.

Area C – Contemporary influence

There is the opportunity to transform this area with a new character resulting from contemporary architecture that promotes the identity, function and culture of a modern port city. This character would reflect and celebrate:

- Progressive environmental sustainability
- A vibrant cultural and artistic community that values the importance of social life in public spaces
- A functional and working purpose, rather than being over-refined or decorative, and incorporating the use of robust and utilitarian materials with natural finishes
- The coastal setting and strong definition of light and shadow on highly articulated facades.

New development in this area may draw on elements of adjoining character areas as appropriate although allowing for a greater level of character change.

New development presenting to Kings Square should contribute to re-establishing the historic civic urban character of Kings Square as well as contributing to a vibrant, coherent urban space defined and enclosed by buildings and landscape. In particular, new development of the 'city triangle' in Kings Square should have a clear civic identity and be of the highest quality and demonstrate a high standard of sustainable building design.

The character of new development along the primary streets (see Figure 4) should be more consistent to reinforce the significance of those streets, while new development on secondary streets can be more varied.

5. PUBLIC REALM

Figure 4: Public Realm demonstrates the hierarchy of pedestrian access routes within the precinct – Primary Street, Secondary Street and Major Off-Street Routes. Policy provisions are detailed below that apply to new development located adjacent to the relevant pedestrian access route as shown in Figure 4.



Figure 4: Public realm

The overall objective of this element is to ensure that new development throughout the precinct activates street frontages through design and by location of appropriate uses to create a vibrant, diverse, interactive and safe urban environment. Unless specific

discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development meets the overall objective of this element.

5.1 Primary streets

New development located on primary streets shall address the following provisions:

- 5.1.1 Lower levels of the development should be designed to reinforce the significance of the primary streets with an appropriate scale and high standard of details, materials and finishes.
- 5.1.2 Development is encouraged to incorporate a mix of active land uses at ground level that extend the hours of activity in the adjacent public domain beyond traditional retail hours.
- 5.1.3 Residential uses and on-site vehicle parking are not permitted at ground level adjacent to primary streets.
- 5.1.4 Multiple ground level tenancies shall be provided and shall obtain their main public pedestrian entry directly from and level with the primary street. Wide building frontages with a single use or tenancy should be limited.
- 5.1.5 Ground floor frontages are to be predominantly glazed or open to the street and shall incorporate design measures to contribute to an interesting, safe and diverse public realm.
- 5.1.6 No vehicle access, blank walls and/or service areas should be located on primary street frontages if alternative locations are available. If vehicle access is necessary from the primary street, vehicle entrance points and services areas are to be integrated in to the overall building design and shall minimise detracting from the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible.
- 5.1.7 Weather protection along footpaths for pedestrians shall be provided, either in the form of awnings or first floor balconies, and satisfy all of the following:
 - a) Shelter to be continuous along all primary street frontages;
 - b) The weather protection shall be integrated with the building design, appropriately scaled and designed to reinforce the importance of primary streets while still providing shelter and a sense of enclosure for pedestrians;
 - c) The weather protection shall be permanently fixed and shall be constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);
 - d) The weather protection shall project a minimum horizontal distance of 2.4 metres over the adjacent footpath; and
 - e) Awnings shall have a consistent clear height from footpath level of between 3m and 3.5m.

Council may, at its discretion, vary any of the above requirements where:

- i) The installation of weather protection would be incompatible with the heritage significance of the existing building; or
- ii) Necessary to ensure appropriate clearances from street infrastructure or trees; or
- iii) The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.

5.1.8 Footpath widths are to be maximised along primary streets. In addition to the setbacks required in Queen Street between Cantonment Street and Elder Place that are identified in the Local Planning Scheme, new development in High Street and Adelaide Street shall be setback to correlate with the widened road reserve on adjoining lots, as shown in Figure 5.



Figure 5: Required street setback areas (shown in red)

5.1.9 Any area where the building is setback from the front lot boundary shall be designed and treated as part of the adjacent pedestrian domain.

5.1.10 The full extent of the St Johns Church triangle in Kings Square is to be reinforced as a generally green passive space.

5.2 Secondary streets

New development located on secondary streets shall address the following provisions:

- 5.2.1 Ground level frontages to secondary streets may incorporate a mix of land uses and must incorporate design measures and passive surveillance to contribute to an interesting, safe and diverse public realm.
- 5.2.2 Retail and commercial floorspace shall provide major pedestrian entries directly from and level with from the street.
- 5.2.3 Weather protection along footpaths of secondary streets adjoining retail/commercial/entertainment uses shall be provided, either in the form of awnings or first floor balconies, and satisfy all of the following:
- a) The weather protection shall be integrated with the building design;
 - b) The weather protection shall be permanently fixed and shall be constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);
 - c) The weather protection shall project a minimum horizontal distance of 2 metres over the adjacent footpath; and
 - d) Awnings shall have a consistent clear height above footpath level of 2.75m.

Council may, at its discretion, vary any of the above requirements where:

- i) The installation of weather protection would be incompatible with the heritage significance of the existing building; or
 - ii) Necessary to ensure appropriate clearances from street infrastructure or trees; or
 - iii) The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.
- 5.2.4 Vehicle entrance points and services areas are to be integrated in to the overall building design and shall minimise detracting from the pedestrian environment and street vitality. Vehicle crossovers are to be minimised, consolidated and shared where possible. On-site vehicle parking is not permitted at ground level adjacent to secondary streets.
- 5.2.5 Where residential uses are located at ground level, the design should achieve a clear distinction between the private place and public space, whilst still allowing for passive surveillance and interaction with the street.

Major off-street pedestrian routes

- 5.3.1 Provision of the major off-street routes that are accessible by the public at the general locations as shown in Figure 4 is strongly encouraged in new development.
- 5.3.2 The exact course and location of these major off-street routes don't necessarily need to align between street blocks but connections between them should be clearly legible.

- 5.3.3 Major off-street routes are to be designed to be safe for users in accordance with Crime Prevention through Environmental Design (CPTED) principles.
- 5.3.4 Universal access is required for the whole length of the off-street routes from street to street.
- 5.3.5 Additional pedestrian connections shall be provided from the major off-street route to any on-site public or communal space.
- 5.3.6 Ground level frontages to major off-street routes may incorporate a mix of land uses and must incorporate design measures and passive surveillance to contribute to an interesting, safe and diverse public realm. Upper level balconies over the major off-street route are encouraged.
- 5.3.7 Weather protection, in the form of awnings or first floor balconies, is to be provided over the footpaths of major off-street routes where adjoining any retail/commercial/entertainment uses and shall provide a minimum clear height above footpath level of 2.75m. Elsewhere along the major off-street route, there can be a mix of covered space and open to the sky.
- 5.3.8 Refer to section 7 of this policy for specific requirements where the provision of off-street pedestrian links is a criteria for seeking discretionary additional building height.

6. BUILT FORM & LEGIBILITY

Figure 6: Views and landmarks displays the major views, major landmarks and desired views and glimpses within the precinct. In addition to responding to the desired character for the precinct, the overall objective of this element is to ensure that the built form of new development provides comfortable enclosure to streets and other public spaces, reinforces important views, and provides activation and safety in public spaces through the relationship between the building and the adjacent public space. Unless specific discretionary criteria are stated in the provisions below, Council may, at its discretion, vary any of the provisions where it is satisfied the development contributes to the overall objective of this element.



Figure 6: Views and landmarks



High Street looking west



Queen Street looking west

Development shall address the following provisions:

- 6.1 The significance of primary streets should be reinforced with continuous developed edges of consistent scale and massing that creates a strong sense of urban enclosure as well as framing and reinforcing views to major Fremantle landmarks that provide legibility and contribute to the city's image (refer Figure 6).
- 6.2 Re-establish the historic urban character of Kings Square that was embodied in its three distinct (High St, church triangle, city triangle) but interdependent parts. New development of the city triangle may be to the full extent, particularly to the edges and corners, as long as there are openings and an Urban Room within and through the building(s) for public access and activities as appropriate.
- 6.3 Views and glimpses of Fremantle landmarks, particularly to the port and of port infrastructure, are encouraged wherever possible at ground level along secondary streets and off-street pedestrian links and other openings between buildings, and from upper levels of new buildings (refer Figure 6).
- 6.4 Incorporate sensitive transitions between lower scale existing heritage buildings and taller new structures where they are directly adjoining.
- 6.5 Passive surveillance of streets and other public spaces is to be provided by frequent upper floor windows, terraces and balconies overlooking the public space.
- 6.6 As redevelopment of the precinct is likely to be carried out over a number of years, consideration should be given to the appropriate treatment of all walls and parapets that will be visible or remain semi-permanently exposed.
- 6.7 Redevelopment of full street blocks and other large sites should ensure integration into their surroundings and maintain consistency of the city centre development pattern and street level linkages. The horizontal expanse of long facades should address the desired character for its location through articulation and fenestration, architectural detailing and treatment of rooflines.



Long view across the city from Monument Hill

- 6.8 Consider the impact of new development in long views from city approach streets, the railway, Monument Hill, Victoria Quay and Fremantle Harbour, particularly with regard to the arrangement and bulk of taller buildings and to the design of roofs and screening of rooftop service elements. New development shall contribute positively to these views.

7. DISCRETIONARY ADDITIONAL BUILDING HEIGHT

Under the Local Planning Scheme provisions of Schedule 12 - Sub area 1.3.2 of Local Planning Area 1, additional building height may be approved on select sites (refer Figure 7) at the Council's discretion subject to the development satisfying a number of criteria. This section of the policy provides additional guidance and requirements regarding what the development should provide in order for the Council to be satisfied that the discretionary criteria have been met.

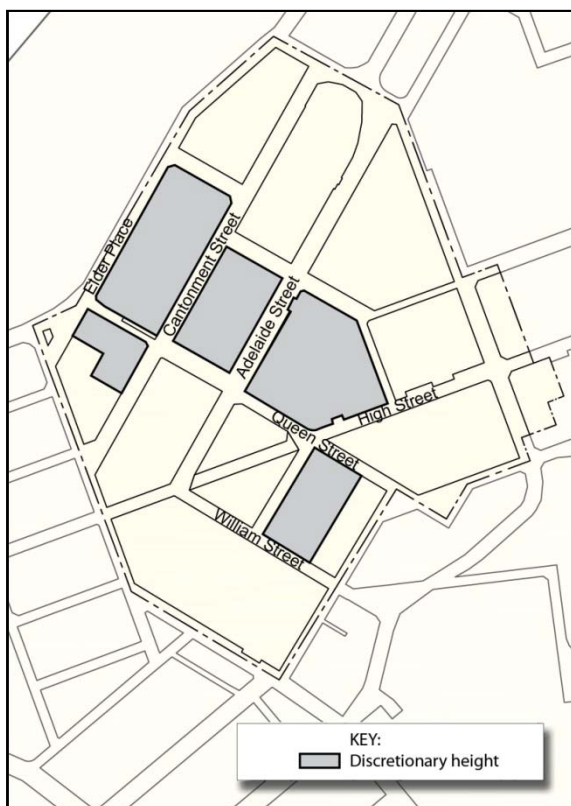


Figure 7: Sites where discretionary additional building height may be permitted

The following documents are an indication of the type of supportive material that would be expected to be submitted as part of an application where discretionary additional building height is sought:

- Full streetscape studies at pedestrian level showing the impact of the additional height on the public realm and neighbouring sites or buildings;
- Site and precinct plans showing the impact of the additional height on existing view corridors and view sheds;
- Reports from independent consultants assessing the development's environmental performance and micro climatic impact in terms of shadow and wind; and
- If the development is to be staged, the applicant must demonstrate how each stage will make its own positive contribution to the precinct and the street.

The applicant must demonstrate how the proposed design standards will be maintained through all stages of the development to completion. A process to ensure this is achieved may be incorporated into planning conditions and/or a legally binding agreement with the Council.

The applicant must demonstrate how the proposed development satisfies the following criteria.

7.1 Policy provisions to be satisfied to the very highest standards

Discretionary additional building height will only be considered where all of the relevant provisions elsewhere in this policy have been satisfied to the very highest standards.

7.2 Distinctive architecture and exceptional design quality

The development is to be of distinctive architecture befitting its location and exceptional design quality meeting at the highest possible standard the design principles contained in the Local Planning Scheme and/or local planning policy that assist in determining the design quality of development, and including, but not limited to:

- a) The overall development achieving an exceptionally high standard in terms of appearance;
- b) The development demonstrating a selection of high quality building materials, sustainable building measures and building longevity;
- c) The design addressing the relationship of taller components to lower levels (podium);
- d) The impact of the development on distant views;
- e) The additional height does not adversely impact on the ability of neighbouring sites and buildings to maximise their passive sustainable design potential;
- f) The visual permeability of the development with the streetscape;
- g) The roofscape aspect of the design; and
- h) All functional and servicing aspects of the development are exceptionally well resolved.

In particular, the architectural response of the development to the desired character of its setting (refer to section 4) and the way the development will contribute to (and raise the) architectural standard of development within the precinct will be of primary consideration for the Council.

7.3 Best practice environmentally sustainable design

The development shall demonstrate Australian excellence standards in environmentally sustainable design (ESD).

7.3.1 Australian excellence in ESD shall be demonstrated by achieving a minimum Green Star rating of 5 Stars using the Green Building Council Australia's current rating tools where an appropriate Green Star rating tool exists.

7.3.2 Where a current Green Star rating tool is not available for the proposed type of development, an alternative method of demonstrating Australian excellence in ESD may be used, at the discretion of Council, which addresses the following elements:

- a) Energy – encourage and recognise designs that minimise the greenhouse gas emissions associated with the operational energy consumption; and
- b) Water – encourage reduction of potable water use through efficient design of building systems, rainwater collection and water re-use; and
- c) Indoor Environment Quality – encourage and recognise designs that ensure thermal comfort of occupants, maximise daylight while minimising heat glare, reduce noise pollution and require maintenance and cleaning of air handling systems; and
- d) Waste – encourage and recognise designs that reduce the amount of natural resources used, reuse whatever materials can be re-used and recycle wherever possible.

Assessment of Australian excellence in ESD for developments considering the above criteria can be demonstrated by applying the benchmarking standards incorporated within the Green Star Rating Tool and Technical Manual as applicable to a 5 Star Green Star rating relative to the appropriate building type. Where an appropriate Green Star rating tool does not currently exist, Green Star Office shall be used for commercial projects and Green Star Multi Unit Residential shall be used for mixed use projects for this purpose.

7.3.3 In addition to the above requirements it must also be demonstrated that an Accredited Green Star Professional has been appointed to the project design team.

7.4 Impact on the amenity of surrounding public realm

The applicant shall illustrate that the additional building height does not detrimentally increase the amount of shade or wind in surrounding public spaces beyond what

could be expected from development that was constructed to the permitted building heights.

7.5 High quality landscaped and publically accessible pedestrian environment

7.5.1 The off-street pedestrian links shown in figure 4 must be provided, and in addition to the requirements in Section 5 must be:

- A minimum width of 5 metres
- Accessible to the public at all times (i.e. 24 hours / 7 days a week)
- To a high standard of landscape design incorporating planting, public seating and public art.
- Safely designed to Crime Prevention through Environmental Design (CPTED) standards to be confirmed by a report by an accredited CPTED consultant.

7.5.2 The area of required street setback in Queen St, High St and Adelaide St are to be transferred at no cost to the Council.

7.5.3 Address the provision of a high standard of on-site open space for residents and/or workers, including roof top landscape areas.

7.6 Affordable housing

Where affordable housing is provided it shall be fully integrated into the development and not be externally identifiable as a separate component of the development.

A condition will be included on the planning approval to ensure the on-going provision of the approved affordable housing component.

APPENDIX 1

Of the City's other local planning policies, the following policies in particular will likely be applicable to new development within the precinct:

- LPP1.6 Preparing Heritage Assessments;
- LPP2.3 Fremantle Port Buffer Area Development Guidelines;
- LPP2.13 Sustainable Buildings Design Requirements; and
- LPP2.19 Contributions to Public Arts and/or Heritage Works.

Precinct 5 Local Planning Policy replaces the following local planning policies, which were revoked at Council's Ordinary Meeting on 28 November 2012:

- DE5 Queen Street Development Policy;
- DGF1 High, Parry, Holdsworth and Queen Streets Local Area;
- DGF11 Fremantle Gas and Coke Company site – 2-12 Cantonment Street & 6-10 Elder Place – Fremantle;
- DGF17 Northern Woolstores – 38 Cantonment Street, Fremantle;
- DGF20 Princess May Park – 1 Parry & 92 Adelaide Streets, Fremantle;
- DGF23 King's Square – Bounded by Adelaide, Newman, Queen and William Streets, Fremantle; and
- DGF25 Henderson Street Market Stalls.

Publication of a formal notice of revocation of the above local planning policies took place on 22 January 2013.