CITY OF Fremantle

Meeting attachments

Ordinary Meeting of Council

Wednesday 27 August 2025 6pm

fremantle.wa.gov.au

C2508-15 ADOPTION OF AMENDED SOUTH FREMANTLE HERITAGE AREA, INDIVIDUALLY LISTED PROPERTIES, AND HERITAGE-RELATED LOCAL PLANNING POLICIES

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South Fremantle Heritage Area Local Heritage Survey (LHS), Heritage List and Contributory Places List - Objection submissions

At close of advertising, 69 comments were received on the changes to the South Fremantle Heritage Area. 56 general enquiries or providing additional information, 14 opposed. Submissions are addressed below:

General enquiries or additional information
Objection

Contact by	Place
Phone	15 McLaren St
Phone	3 Curedale St
Phone	38 Solomon St
Phone	234 South Terrace
Phone	15 South Terrace
Phone	28 Maxwell St
Phone	Lilly St
Phone	6 Curedale Rd
Phone	12 Davies St
Phone	20 Naylor Street
Phone	7 Gold St
Phone	81 South Street
Phone	55 South Street
Email	243 South Terrace
Email	145 Solomon St
Phone	163B Solomon Street
Email	11 Louisa St
Email	12 Wardie St
Phone	5 Silver Street
Email	17 Maxwell Street
Phone	18 Hulbert Street
Phone	20 Moran Street
Phone	42 Lilly Street
phone	8/18 Strang Street
email	3-5 Mather St
email	6 Thomas Street
email	8 Martha St
email	376 & 378 South Tce
email	6 Fullston Way
email	148 Marine Tce
email	9 Seaview
phone	19 Field St
phone	16 Wesley St
phone	4 Sydney Street
phone	6 Livingston Street

Contact by	Place
email	7 Lewington St
email	23 Chester St
phone	29 Douro Road
phone	6 Wesley St
Phone	13 Nelson
phone	5 Inverleith
email	10 Hickory Street
email	12 Ada St
email	6 Thomas Street
email	Various
Email/ meeting	456 South Terrace
email	4 Walker Street
email	87 South Street
email	36 Douro Road
Email/ meeting	30 Mardie St
Email	166 Hampton Road
email	14 Harbour Road
email	426 South Terrace
Email	8 Trafford St
email	3 Trafford St
Email/meeting	125 South St
Email/ phone	111 Attfield St
email	9 Harbour Road
email	2 Gold Street
email	10 Hickory Street
Email/ meeting	270 South Terrace
email	142 Solomon Street
email	1 Trafford Street
email	35 Livingstone St
email	33 South St
email	34 Mardie Street
Phone call	153 South Street
email	261 South Terrace
email	3 Livingston Street

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The following table analyses the objection submissions and provides a recommendation for each property.

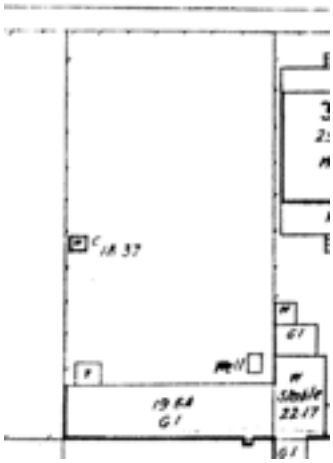
Address	**166 Hampton Road BEACONSFIELD**
Place Name	**House, 166 Hampton Road**
InHerit No.	**23189**
Summary of issue or objection	"Assertion that the dwelling is: • Lacking distinctive decorative or evidence of craftsmanship, it does not represent a notable architectural style. • It has no direct links to events, people or movements of importance to Beaconsfield's or Fremantle's story. • No community recognition: The house is not a focal point for collective memories. • Not rare: Hundreds of similar 1940s-50s brick houses survive throughout the City of Fremantle, with a large number within Beaconsfield. • The house neither contributes to a precinct of similar properties, nor offers significant streetscape quality."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	Yes - 23189
LHS Category	-
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes - 23189
LHS Category	3
Heritage List	Yes
Revised Information	Sourced from proponent's heritage report, Wise's Post Office Directories, Sewerage Diagrams and Historic Aerial Photographs
Date of Const.	1948
History	Hampton Road was originally called Prison Road. It is named for John Stephen Hampton (1810-1869), the Governor of Western Australia from 1862 to 1868. House,166 Hampton Road was constructed in 1948 with the first occupant being noted as Post Office Directories suggest 166 Hampton Road, Beaconsfield was Frederick Martin. John Henry 'Harry' Martin, perhaps Frederick's father,12 died there in 1949. Originally the place was numbered 132 Hampton Road. It is thought that 166 Hampton Road was the site of the former tennis club associated with St Paul's Church in the 1920s. The State Heritage listed group on the church site includes St Paul's Hall and former Mission Church (1891-1892), Presbytery (1895), and St Paul's Anglican Church (1905-1906). The tennis courts were likely relocated to the rear of the church hall by the later 1940s which coincides with the construction of 166 and 168 Hampton Road.
Physical Description	House, 166 Hampton Road, is a single storey brick and tile house dating from 1948 designed as a Post War Austerity Bungalow. The house has rendered masonry walls sitting on a limestone base and a terracotta tiled

	hipped roof. There is a substantial tiled roof with square rendered masonry columns and balustrade. The windows are timber framed. The front windows (one located under the front porch) have a fixed central pane with a casement either side. There is a rendered masonry chimney located to the northern side of the building. Internally, the layout has a compact entry hall leading into a number of rooms, with evidence of likely alterations from the original layout. Bedrooms are modestly sized, with plain skirtings and architraves. The front garden has been paved with red bricks and there is a low limestone wall to the front boundary.
Statement of Significance	House, 166 Hampton Road, is a single storey brick and tile house dating from 1948. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage.
Final Officer Recommendation	**Objection not supported. Retain for proposed inclusion on Heritage List and contributory place in the Heritage Area.**
Discussion	The dwelling forms part of a collective of post-war housing within Beaconsfield and the assertion that the place should not be included because there are already many recognised is not sufficient justification. It is a good intact example.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**
InHerit Entry	**Yes**
LHS Category	**3**
Heritage List	**Yes**
Images	

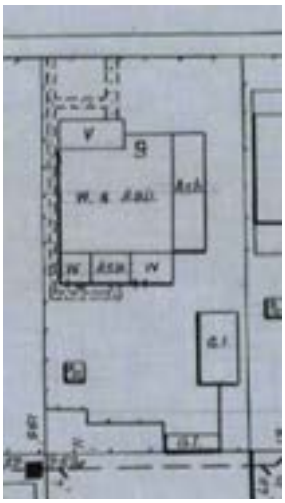
Address	**9 Harbour Road SOUTH FREMANTLE**
Place Name	**HOUSE, 9 Harbour Road SOUTH FREMANTLE**
InHerit No.	**-**
Summary of issue or objection	"While we are deeply respectful of the character and history of our home and its broader streetscape, we do not believe the property retains sufficient heritage integrity to justify a formal listing. Our

	intention is to gradually restore elements of the home in a way that honours its Inter-War character, but we are concerned that a heritage listing at Level 3 will impose constraints that are disproportionate to what remains of the original built fabric."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	N/A
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	3
Heritage List	Yes
Revised Information	
Date of Construction	1937/38
History	9 Harbour Road was vacant land owned by Chamberlain, Wray and Davies, who were responsible for the subdivision of the area. In 1907 there was a large, galvanized iron shed to the rear of the lot, a well and several other small outbuildings. A 1913 map indicates the same structures on the site. The rate books indicate that 9 Harbour Road was sheds until 1937-38 when it changes to residence, with the 1954 sewerage diagram confirming the timber framed, weatherboard and asbestos clad house in the same form as seen today. The side room is also evident in this diagram indicating that it was either an original part of the building or an early addition.
Physical Description	House, 9 Harbour Road, is a single storey timber framed and weatherboard and asbestos clad Inter War Bungalow. The walls are clad with timber weatherboards to the lower section and flat asbestos sheeting with visible battens to the upper. The roof is corrugated metal and is hipped and gabled in form. The gable faces the street front and has timber details as does the verandah end. The façade is asymmetrical with a protruding front room (with gable roof over) and a half width verandah. The verandah has replacement round steel posts and is under a broken back roof. There is a fairly central front door and an aluminium framed window under the verandah and another window with awning above to the protruding front room. A skillion room is attached to the side of the building which was evident by 1954. There is a face brick chimney. A low height brick wall with a metal fence runs along the front boundary line.
Statement of Significance	HOUSE, 9 HARBOUR ROAD, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1937/38, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits

	characteristic features of the Inter-War Bungalow style, including a simple hipped and gabled roof, a protruding front room with gabled roof and half width verandah adjacent. Timber weatherboard and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period.
Final Officer Recommendation	**Objection not supported. Retain for proposed inclusion on Heritage List and contributory place in the Heritage Area.**
Discussion	The extension to the side of the house is modest in nature and is clearly indicated on the 1954 sewerage diagram. The concreting of porches is something that has occurred to many heritage places in Fremantle, is replaceable with a timber floor to match the original and does not diminish the cultural heritage significance of the place. The replacement of the timber windows with aluminium and the verandah posts with round steel posts does impact the presentation of the place to the street, however this is considered a minor impact, reversible and overall the place retains a large amount of original detail and form thus retaining its level of significance individually and contributing to the streetscape.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**
InHerit Entry	**Yes**
LHS Category	**3**
Heritage List	**Yes**
Images	1970s



1908 Sewerage Diagram

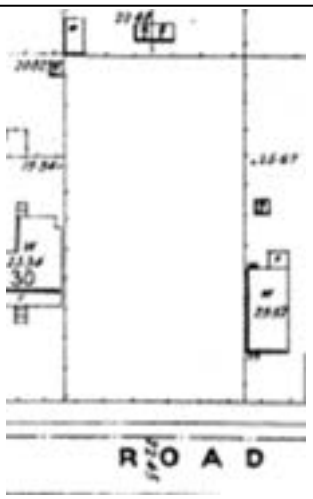
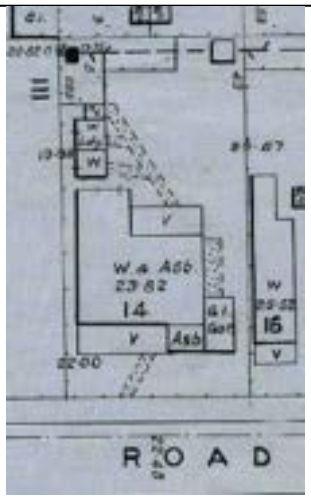


1954 Sewerage Diagram

Address	**14 Harbour Road SOUTH FREMANTLE**
Place Name	**House,14 Harbour Road SOUTH FREMANTLE**
InHerit No.	**N/A**
Summary of issue or objection	"Although it looks and is a cute cottage, it doesn't have any original features worth keeping. The renovation 20 years ago by the previous owners was obviously done on a very tight budget and removed most of the original features."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	N/A
Heritage List	No

Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	3
Heritage List	Yes
Revised Information	*No change*
Date of Construction	c. 1950
History	14 Harbour Road was vacant land owned by Chamberlain, Wray and Davies, who were responsible for the subdivision of the area. In 1907, 14 Harbour Road was a vacant lot. A 1913 map indicates the same. The rate books indicate that 14 Harbour Road was vacant land until c1950 with the 1954 sewerage diagram confirming the timber framed, weatherboard and asbestos clad house in a similar form as seen today.
Physical Description	14 Harbour Road is a single storey timber framed and weatherboard and asbestos clad Post War Bungalow. The walls are clad with timber weatherboards to the lower section and flat asbestos sheeting with visible battens to the upper. The roof is corrugated metal and is hipped in form. The façade is asymmetrical with a protruding front room and a long verandah. The verandah has square timber posts and is under a broken back roof. There is a timber front door central to the area under the verandah flanked on either side with 3 pane timber framed casement windows. The protruding front room also has a 3 pane timber framed casement window. A low height timber picket fence runs along the front boundary line.
Statement of Significance	HOUSE, 14 Harbour Road, a single storey timber and iron roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design, including a simple rectangular plan, a low-pitched hipped roof, timber weatherboard and fibro cladding, and minimal ornamentation. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a moderate degree of integrity, with much of its

	original form and materials intact. Alterations are generally in keeping with the modest and functional character of post-war housing.
Final Officer Recommendation	**Objection not supported. Retain for proposed inclusion on Heritage List and contributory place in the Heritage Area.**
Discussion	The assertion that "it doesn't have any original features worth keeping" is not sufficient grounds for excluding the property, particularly as it is still largely intact.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**
InHerit Entry	**Yes**
LHS Category	**3**
Heritage List	**Yes**
Images	

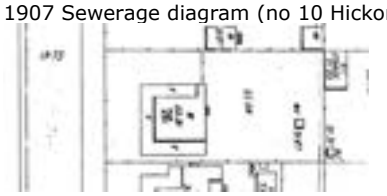
	 1908 Sewerage Diagram	 1954 Sewerage Diagram

Address	**10 Hickory St, SOUTH FREMANTLE**
Place Name	**HOUSE, 10 Hickory St, SOUTH FREMANTLE**
InHerit No.	**22848**
Summary of issue or objection	"I am writing to formally object to the proposed inclusion of 10 Hickory Street, South Fremantle as a "contributory property" under the revised South Fremantle Heritage Area and to the associated draft amendments to Local Planning Policies LPP 3.6, LPP 1.6, and LPP 1.7." "Grounds for Objection 1. 10 Hickory Street is Not of State-Level or Unique Local Heritage Significance 2. Stark Discrepancy Between Heritage Documentation and Current Streetscape 3. Overreach of Planning Control and Erosion of Property Rights 4. The Policy Amendments Are Overly Prescriptive and Not Fit for Broad Application 5. Undermines Urban Growth, Sustainability and Renewal Goals" "The current proposals risk turning Fremantle's heritage program into a bureaucratic exercise that penalises ordinary property owners like ourselves, without delivering meaningful heritage outcomes. I strongly urge Council to reconsider this overly broad approach and protect only those properties with clearly demonstrable heritage value—backed by State-level or community-supported assessment."
	Note this place has been individually listed at a level 3 since 2007
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes (since 2007)

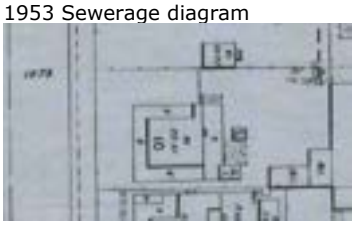
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes – with updated information
LHS Category	Level 3
Heritage List	Yes
Revised Information	
Date of Construction	c1900
History	Hickory Street was largely developed in the last decade of the nineteenth century during the gold boom and much of the housing stock still dates from that time. The street was formerly known as James Street, the change occurring in 1901/02. In 1896, Lot 32 (later 10 Hickory Street) was part of a five acre block owned by John Thomas. In 1897, a single room weatherboard cottage was built for and occupied by William Worsfold, a clerk. In 1901/02, the cottage was owned by B & J Stocks; Julian Smith, a labourer, was the occupant the following year. In 1903/04, the property was owned by James Black and occupied by Frederick Canning, a locomotive employee. The house remained a rental property for many years. A diagram dated 1907 shows House, 10 Hickory Street as a small weatherboard house with a full length front verandah wrapping around both sides. At this time it was numbered 26 Hickory Street. A diagram dated 1954 shows House, 10 Hickory Street as a small weatherboard house with a full length front verandah wrapping around both sides, and a full length rear verandah. There is no front path or steps noted on the diagram, making the house quite different from the majority in South Fremantle. Two galvanised iron sheds were located at the rear of the backyard. An extension has been constructed to the rear of the original house between 1985 and 1999 as indicated in the historic aerial photographs. A Heritage Assessment was prepared in December 2009 by Philip Griffiths Architects for a DA submission to Council (DA0544/09) for a proposed carport and front fence.
Physical Description	House, 10 Hickory Street is a single storey weatherboard and iron roofed cottage. The walls are weatherboard clad and stud framed. The roof is hipped and clad with corrugated iron or replacement zincalume. The wrap around verandah has a separate corrugated iron roof and timber posts. The facade is symmetrical with a central door and windows on either side. The verandah has been filled in on the north and south sides. An extension has been constructed to the rear of the original house between 1985 and 1999. The original main house, wrap around verandahs and original roof form remain. A further extension was constructed to the rear c2012.
Statement of Significance	10 Hickory Street is a single storey weatherboard and iron roofed cottage in the Federation Georgian style, has cultural heritage significance for the following reasons: • it is part of a group of places built in the gold boom period that collectively have an aesthetic and historic precinct value; • it is representative of the typical building stock located within the residential areas of South Fremantle; • it is historically significant as a typical worker's rental house in South Fremantle;

	• it is a simple example of the Federation Georgian style of architecture; and, • the place has aesthetic value for its contribution to the streetscape and surrounding area.
Final Officer Recommendation	**Objection not supported. Retain for proposed inclusion on Heritage List and contributory place in the Heritage Area.**
Discussion	• Prior to the current review the place was already individually on the Heritage List (since 2007) and has a Category Level 3 – as such it has been subject to heritage planning controls since this time. • There are no individual heritage listing modifications recommended for the property as part of this review. • The property was already in the South Fremantle Heritage Area and subject to the provisions of Local Planning Policy 3.6 Heritage Areas. • The only proposed heritage listing change for this place is to identify it as a Contributory place within the South Fremantle Heritage Area. • Review of the place has confirmed that the main original building, the wrap around verandah and the original roof form all remain. The place still retains its place in the streetscape (and meets the requirements for being a contributory place) and meets the criteria for remaining individually listed as a level 3 place.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**
InHerit Entry	**Yes – with updated information**
LHS Category	**Level 3**
Heritage List	**Yes**
Images	

1907 Sewerage diagram (no 10 Hickory St was no. 26 Hickory Street)



1953 Sewerage diagram



1974

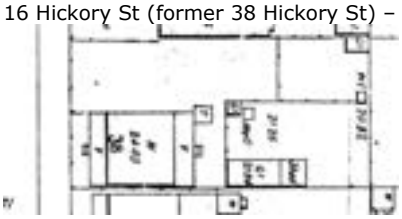
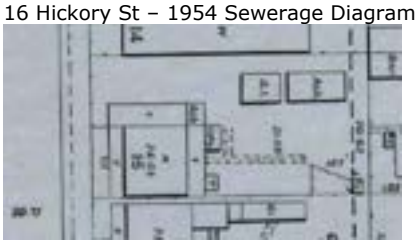
1985

1999

	 2012

Address	**16 Hickory St, SOUTH FREMANTLE**
Place Name	**HOUSE, 16 Hickory St, SOUTH FREMANTLE**
InHerit No.	**22386**
Summary of issue or objection	"The assessment suggests the building is a interwar bungalow, but it was extended in 1962 and what can be seen is from 1962 not the 1940s. I also point out the City of Fremantle also agree to permit demolition for a new dwelling, Approval attached being DA 0544/12 I ask that this property be removed or reduced to level 4 of Proposed Action -LHS and removed from Proposed Action- Heritage list."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	-
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	Add at Level 3
Heritage List	Yes
Revised Information	
Date of Construction	c. 1904
History	Hickory Street was largely developed in the last decade of the nineteenth century during the gold boom and much of the housing stock still dates from that time. The street was formerly known as James Street, the change occurring in 1901/02. House, 16 Hickory Street South Fremantle was originally known as 38 Hickory Street. The numbering typically changed during the mid-1930s. A

	cottage is first listed in the Fremantle Rates Books in 1904/05 and owned by Edmund OLoughlin, by 1910 the occupier was William Dunn and by 1914 the occupier was Frederick Benson with OLoughlin still the owner. By 1920 - 1921 ownership had changed to John Stanley Smith and David Espey was the occupier. There were various other residents until William James Kaigg and Elspeth Mary Kaigg are listed in the electoral roles at 16 Hickory Street and remained the owner/occupiers until at least 1980. William James Kaigg had married Elspeth Mary Smith in 1931. Kaigg worked at the Port Authority as a trust patrolman. Plans were approved by the City of Fremantle for alterations and additions to the cottage in 1962. These plans are in the Local history Library's Blue files and show alterations to the roof form and additions adjoined to the façade.
Physical Description	Hickory Street extends from Douro Road in a northern to southern direction through to Ocean Road. 16 Hickory Street is located on the eastern side of the street. The streetscape comprises of an intact group of heritage houses constructed in the late nineteenth century to early twentieth century House, 16 Hickory Street is a single storey timber framed residence with a front gabled roof clad with corrugated iron. The walls have been clad with flat sheet fibrous cement (probably originally weatherboard). A verandah supported on timber posts returns down the northern side of the house where the front entrance is accessed. There have additions on the southern side and the front verandah has been infilled and has louvered windows. A rendered brick chimney is extant on the northern side of the house. There is a low timber framed and cyclone mesh fence and metal gates across the front and a garage set at the rear.
Statement of Significance	HOUSE, 16 HICKORY STREET a single storey timber and iron roofed house, is a modified example of a modest timber dwelling constructed in c1904, and altered c 1930 and c1962.
Final Officer Recommendation	**Objection is supported as demolition of the place was approved in 2012 (DA0544/12). It has been substantially altered to the front and is in a very poor condition.**
Discussion	Further information received confirms the following: • The original house was likely constructed earlier than thought. c1904 not c1930. • The place has undergone substantial changes c1930 and c1962. Importantly much of the alterations occurred to the front of the house and therefore have affected the streetscape. • The place has had original materials removed such as weatherboard (replaced with fibre cement sheeting) • The altered form of the building is evident. Part of the original form is evident. • The place is in a very poor condition. • Demolition of the place was approved in 2012. DA0544/12
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**No**
InHerit Entry	**Yes**
LHS Category	**Level 4 – for record keeping purposes only**
Heritage List	**No**

Images	 16 Hickory St (former 38 Hickory St) – 1907 Sewerage Diagram  16 Hickory St – 1954 Sewerage Diagram  1965 1999

	 2023

Address	**3 Livingstone Street, Beaconsfield**
Place Name	**House, 3 Livingstone Street, Beaconsfield**
InHerit No.	**23254**
Summary of issue or objection	"The house was built in 1902 but has had significant changes made to it since then. In the 1960/70's all the timber windows were removed and replaced with aluminium rectangular framed windows, the limestone walls were cement rendered and a kitchen/laundry/bathroom added to the rear of the house. The previous owners to us then attempted to recreate the colonial look and removed the render on the front façade, fitted tall timber windows to the front, a limestone wall to the front and fitted a bullnosed roof over the front verandah. We then added a second storey to the house, changed the tile roof to metal and added a double garage to the northern side. These are the changes that I am aware of but there is little left of the original house and I do not think there is much of historical significance left. Consequently, I request that any the heritage listing be removed or if necessary applied with these facts in mind and at a minimal level."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	Yes
LHS Category	-
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes
Revised Information	

Date of Construction	1901
History	A residence was built on this site in 1901 for William Oaten, but he did not live there. The initial tenant was George Smith, storeman, followed in 1902 by Peter Brown, plasterer. In 1903-04, William James Grose, foreman, purchased the place for his own residence. It passed to Erenst E Garth in 1920-21, who remained owner and occupant into the 1930s. By 1940 the place was owned by Ivy May Hunter, who lived at the house together with Horace Vivian Chas Hunter until at least the 1950s. A 1908 plan shows the place as a stone cottage with a verandah across its entire front elevation and the southwest portion of its rear verandah enclosed with a timber extension. In 1966, plans to demolish a timber-framed kitchen, bathroom and steps at the rear were approved, with the rooms to be rebuilt in brick. The rebuilding, completed in 1966, included an underground garage and storage area. In 1978 plans were approved to replace the roof and demolish and rebuild the front verandah.
Physical Description	House, 3 Livingston Street is originally a single storey, limestone and zincalume house with a symmetrical facade designed as a simple example of the Victorian Georgian style of architecture. Recent rear two storey additions dominate the original house. The walls to the original house are limestone. The roof is hipped and clad with replacement zincalume. The façade is symmetrical with a central front door with side fanlights flanked on either side by timber framed sash windows. The verandah has a separate roof supported by turned and chamfered timber posts. Air vents are visible between the roof and verandah. There is a high limestone block fence to the front boundary line. The rear two storey addition is rendered with a double hipped zincalume roof.
Statement of Significance	House, 3 Livingston Street, is an altered single storey limestone and iron house dating from 1901. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. The place is an example of the Victorian Georgian style of architecture. The house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area.
Final Officer Recommendation	**Partially support objection – not to include in Heritage List but is a contributory place in the heritage area.**
Discussion	House, 3 Livingston Street has been substantially altered. The original form and roof form are identifiable from the street. It is the revised recommendation to: • NOT include on the Heritage List at level 3. • Assign a LHS category of Level 4 – for information purposes only • Assign this place as CONTRIBUTORY within the South Fremantle Heritage Area as the original form and renovated materials do contribute positively to the streetscape.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**

InHerit Entry	**Yes**
LHS Category	**Level 4**
Heritage List	**No**
Images	

Address	**34 Mardie Street**
Place Name	**House, 34 Mardie Street, Beaconsfield**
InHerit No.	**-**
Summary of issue or objection	"I note that my property at 34 Mardie Street, Beaconsfield is a Contributory Property. I am in favour of Fremantle retaining heritage properties and protecting them. However, I wish to point out that the property at 34 Mardie Street, Beaconsfield is a timber framed asbestos building. I would have thought that this type of construction would not be of any heritage value due to the materials used."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	-
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes
Revised Information	
Date of Construction	c1950
History	Mardie Street first appears in the 1900 Wises Post Office Directories with three houses indicated in the street being occupied by Harry Edwards, Richard H James and Mr Crawford. It is thought that these three unnumbered houses became nos 38, 40 and 42Mardie Street and later 28, 30 and 32 Mardie Street. All three houses are evident on the 1908 Sewerage Diagram. During this time, Beaconsfield and 'Chesterfield' (around Douro Road) were almost separate villages to Fremantle until the 1930s, with their own shops, post office, police station and school. The eastern portion of

	South Fremantle developed mostly after World War Two, with another influx of migrants, mostly southern European, and also returned soldiers. In was during this time that more homes were constructed in Mardie Street and by 1953 (as evidenced by the 1953 Aerial Photograph), there were 11 houses in the street including no 34 Mardie Street. House, 34 Mardie Street was constructed c 1950.
Physical Description	House, 34 Mardie Street is a single storey timber framed and corrugated iron roofed house dating from c1950. It has a simple gable roof extending over the front verandah with a gable over the central section of the verandah. The walls are timber framed and clad with asbestos. The verandah is supported by round decorative masonry ½ columns on a rendered masonry square piers. There is a solid rendered masonry balustrade between the piers. The front façade is symmetrical with a central front door flanked on either side by timber framed triple casement windows. The house has a single garage with a flat roof to the southern side and no fence to the front boundary line.
Statement of Significance	HOUSE, 34 MARDIE STREET, a single storey asbestos clad, timber and iron roofed house dating from c1950. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle.
Final Officer Recommendation	**Objection not supported. Retain for proposed inclusion on Heritage List and contributory place in the Heritage Area.**
Discussion	• House 34 Mardie Street is a good example of post war housing in the area. • It is part of a streetscape of houses constructed at this time (as well as three earlier c 1900 houses). • The submission was asking whether houses of these construction materials would be considered heritage. • For thoroughness the submission was included for investigation.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**
InHerit Entry	**Yes**
LHS Category	**Level 3**
Heritage List	**Yes**

Images	 1953 Aerial Photograph

Address	**145 Solomon Street BEACONSFIELD**
Place Name	**House, 145 Solomon Street BEACONSFIELD**
InHerit No.	**/**
Summary of issue or objection	"Planning permission for demolition and a new build was granted in May 2023 (Document C), prior to our purchase. This was a key factor in our decision to buy the property, knowing we had options for either retaining and upgrading the current house or proceeding with a new build. The fact that demolition was approved in 2023 indicates the house was not previously deemed of significant heritage value. Although we would prefer to work with and improve the existing structure - particularly the front façade - recent development on the neighbouring McCleery Street block has impacted the viability of this approach. A newly approved structure sits close to our rear boundary, presenting a blank rendered wall with a first-floor window. Due to the natural slope of the site, our view from the rear of the house now faces directly into this wall and window. To mitigate privacy and design impacts, we would need to significantly rework the rear of our house, lowering it to garden level. This may require demolishing or heavily modifying the existing structure. A Level 3 or 4 heritage listing would severely limit our ability to address these site specific challenges, especially considering existing planning approvals acknowledge demolition as a valid option."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	N/A
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	3
Heritage List	Yes

Revised Information	
Date of Construction	1952
History	The main settlement of South Fremantle occurred with the dramatic population increases of the 1890s, due to the influx of immigrants attracted by the discovery of gold. Between 1890 and 1930 South Fremantle was largely developed as a residential area to accommodate the families of workers who laboured in local industries such as Arnott's Mills and Wares Factory, Robbs Jetty Meatworks, Cockburn Wool Scouring Sheds, fishing, shipbuilding, market gardens and on the waterfront. Minimal development occurred between 1930 and 1939 due the Depression and World War II. Metropolitan Sewerage Plan 2089 shows that in 1909 about half of the area surrounding 145 Solomon Street had been developed with modest housing on narrow blocks and the remainder was larger undeveloped vacant blocks. 143 and 145 Solomon and 28, 30 and 32 McCleery were all part of one large unsubdivided block. Neighbouring property owner and the City records indicate that the house at 145 Solomon Street was built in 1952. An aerial photograph of the area from 1943 shows no house on the site, and house plans dated 1952 show the construction date as 1952. Another aerial shows that by 1953 this large block had been developed with four houses including 145 Solomon Street. Later historic aerial photos show that 145 Solomon Street has remained largely unchanged since 1953.
Physical Description	House, 145 Solomon Street is a single story timber-framed house clad in asbestos with a tiled roof. It has a high brick wall to the front boundary making further description difficult. The house has undergone multiple extensions and alterations, including: • A lean-to addition on the southern side • A garage to the north • Enclosure of the original rear verandah • Replacement of windows (including with Perspex) and installation of sliding doors
Statement of Significance	-
Final Officer Recommendation	**Objection supported – recommend not to include on Heritage List and is non-contributory in the Heritage Area**
Discussion	• Noted that the dwelling has a current approval for demolition and redevelopment. • House is of a later construction date than initially stated • high wall to front makes house non-visible from the street. • Recommend Historic Site
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**No**
InHerit Entry	**Record only**
LHS Category	**Level 4 – Information purposes only**
Heritage List	**No**

Images	

Address	**243 South Terrace**
Place Name	**House, 243 South Terrace, South Fremantle**
InHerit No.	**-**
Summary of issue or objection	"Property has no heritage or streetscape value. The building is in a poor state of repair and has been modified significantly. There are far better examples of timber cottages in intact streetscapes in South Fremantle. This section of street has little or no streetscape value."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	-
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes
Revised Information	
Date of Construction	c1950s
History	A house was first built on this site in 1897. Originally numbered 123 Mandurah Road. Two cottages then appear on the site by 1899 (1 being a weatherboard cottage). By 1900 the place is occupied by Kenneth McAskill. Various people lived at the house until c1920 when Mr Henry Thomas resides there until at least c1950. C1950s the place is demolished and a new timber framed, weatherboard clad house is constructed.

	Between 1981 and 1985 the place was reroofed with the decramastic green tiles. At some point the windows have been replaced with aluminium windows and PVC and asbestos cladding added.
Physical Description	House, 243 South Terrace is a single storey timber framed altered house dating from c1950. The walls have various claddings including weatherboard, pvc and asbestos sheeting. The roof is hipped with decramastic tiles. The windows are aluminium.
Statement of Significance	The place is not the original cottage having being replaced sometime in the 1950s. That cottage has then subsequently undergone change.
Final Officer Recommendation	**Objection supported – recommend not to include on Heritage List and is non-contributory in the Heritage Area**
Discussion	• In c2020 it was determined that the place did not have cultural heritage significance via an enquiry to the City. • The place is not the original cottage and has undergone changes • This part of South Terrace does not present as an intact heritage streetscape.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**No**
InHerit Entry	**Yes for information only**
LHS Category	**Level 4**
Heritage List	**No**
Images	 1907 Sewerage Diagram 1954 Sewerage Diagram

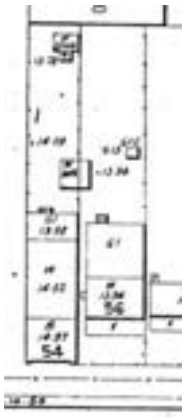
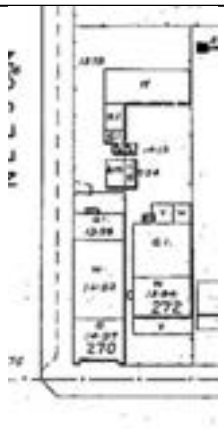
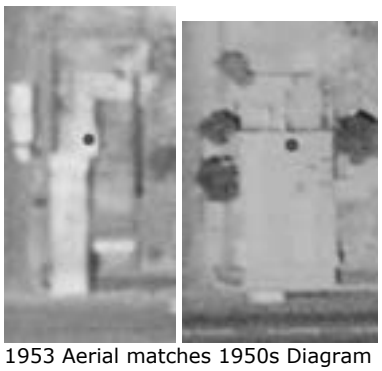
Address	**261 South Terrace**

Place Name	**Duplex, 261 South Terrace**
InHerit No.	**22005**
Summary of issue or objection	"I wish to record my firm objection of this redesignation and have numerous concerns associated with it. I will outline on numerous grounds why I believe it is inappropriate, including basic inconsistency of application considering lack of similar designation of identical duplex next door. There are further items which relate to significant additional CO2 emissions that could result in the reclassification. Aside from objecting to the reclassification - a classification I was informed in recent times by a councillor would not likely change - I wish to have clarified what is implied by a change in heritage re classification from 3 to 2. I am a strong supporter of the preservation of South Fremantle Heritage. All my grandparents and most of my great grandparents either grew up or lived in the area. However, I have seen a significant discrepancy in application of previous development approvals which appeared to breech planning requirements in close proximity to my own house which have had highly significant impact and far more impact than anything I could change in my property at the present level of classification. (Nb. I am not referring to my neighbour's recent development approval but those given to other residents in streets of close proximity. However, once again, I do find it inconsistent that houses 259 and 257 are not recommended for upgrade from 3 to 2 considering they are identical properties to mine.)."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes
Revised Information	
Date of Construction	1901
History	Duplex, 259 South Terrace was built in 1901/02 for E Davies. By 1903, Frederick Jones was the owner and by 1930, Lillian Embleton. John and Eunice Anderson were the owners from the early 1940s until the early 1950s. A Metropolitan Sewerage plan dated 1955 shows a pair of attached brick residences at 259 and 261 South Terrace. Both had full length front verandahs and galvanised iron additions at the rear. They were of the same plan form as the terraced cottages next door at 263 and 265 South Terrace.

	The terrace cottage has had a number of owners since the 1960s. This place was included in the list of heritage places in the City of Fremantle identified by the Fremantle Society (1979/80) - BROWN - significant for making a positive contribution to the built environment of Fremantle.
Physical Description	259-261 South Terrace is a single storey, rendered masonry and iron duplex pair with a symmetrical facade built in 1901 and designed as an example of the Federation Bungalow style of architecture. The walls are rendered masonry. The roofs are hipped and clad with corrugated iron, with dividing wall visible between. To no.261 the front verandah is under a separate corrugated iron roof supported by turned timber posts with decorative timber brackets. The verandah to no.259 has a separate bullnose corrugated iron roof supported by turned timber posts. The front doors are adjacent to each other, no. 261 has casement windows, no. 259 has two double hung sash windows. There is a rendered masonry wall infilled with iron railing to no.261 and infilled with timber pickets to no.259 to the front boundary line. Nos 263 and 265 are a matching duplex pair. All have undergone various changes.
Statement of Significance	Duplex, 259-261 South Terrace, is a typical rendered masonry and iron single storey duplex pair dating from c1901. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical workers' houses in the Fremantle area. The place is an example of the Federation Bungalow style of architecture.
Final Officer Recommendation	**Objection supported – recommend not to change the LHS Category. Recommend place stays as a Level 3 and is contributory in the Heritage Area**
Discussion	• This place is already listed at a Level 3 • Duplex, 259-261 and Duplex 263-265 South Terrace are a matching pair of duplexes. All have undergone various changes such as rendering of walls, altering of verandahs and replacement of windows. • It is considered that Level 3 provides adequate heritage protection for this place. • For consistency recommend not to change No. 259 from a level 3 to a 2 as well.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**
InHerit Entry	**Yes**
LHS Category	**Level 3**
Heritage List	**Yes**
Images	

Address	**270 South Terrace**
Place Name	**SHOP & HOUSE [FMR], 270-272 SOUTH TERRACE**
InHerit No.	**22012**
Summary of issue or objection	"I am writing to formally request the removal of 270 South Terrace from the City of Fremantle Heritage List. On Wednesday 25 June, we met with the City to discuss the property's heritage status. During our meeting, we reviewed the elements of the property that may hold historical value. We understand that a Heritage Officer visited the property in November 2021. According to the notes she shared, there was no evidence of heritage significance, and it was noted that the existing building footprint differs from what had previously been recorded. It is our understanding that the City had intended to remove the property from the heritage list following an assessment in 2021; however, this action was not completed.
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	Level 3
Heritage List	Yes
Revised Information	
Date of Construction	c1950s
History	A shop and residence at 270-272 South Terrace was built c. 1905 for Jessie Day. There had been a cottage on the lot in 1898, but this is not shown on a sewerage diagram dated 1904. The 1905/06 rate book records a 'shop and rooms' and 'cottage' as being owned by Jessie Day. The shop was occupied by James Stevens, a greengrocer, and Jessie Frayser lived in the cottage. By 1920/21, the shop was occupied by Percival Deadman and Joseph Wilson lived in the cottage. Both were owned by William Day and Mabel Langdowne. From c. 1930, the property was owned by Catherine Anderson, who continued to lease them to tenants. A Metropolitan Sewerage plan dated 1954 shows a shop built to the boundaries of both South Terrace and Nelson Street. The front portion of the shop, which faced South Terrace, was built of brick, with a large weatherboard section behind, and a small galvanised iron section behind that. Next door, at No. 272 there was a house built of weatherboard and galvanised iron, with a full length front verandah. The house and shop were joined by a small walkway between the two weatherboard sections. The backyard of the house was shortened and behind that, there was a large weatherboard shed, accessed from the

	rear yard of the shop. By 1954, Royden Annear, a business proprietor, was the owner of the lot. He continued to own it until his death in 1971, at which time the property passed to his widow, Lydia. The property has had a few owners since that time. At some stage between 1954 and 1965 much of the place was demolished (particularly the house) and major alterations were made to the remaining shop.
Physical Description	270-272 South Terrace is a single storey rendered masonry commercial building with elements of the original 1905 shop possibly still extant. Originally a shop with a residence adjacent, the property is now two shops. The residence was demolished and the shop partially demolished and significantly altered between 1954 and 1965. The walls are rendered masonry with a simple parapet. There are large modern shop front windows to the front elevation. A corrugated iron verandah runs across the front of the shops supported by timber posts. The buildings is located on the front boundary line with a footpath in front. A site visit by Heritage Officer Gena Binet confirmed that very little of the original shop is still evident.
Statement of Significance	Shop & House (Fmr), 270-272 South Terrace, has been partially demolished and significantly altered. It presents to the street as a single storey pair of shops which predominantly date from c1960s.
Final Officer Recommendation	**Objection supported – recommend to remove from Heritage List and is non contributory in the Heritage Area**
Discussion	Heritage Officer Gena Binet has conducted a site visit and confirmed that the place had little remaining early fabric and that the place should be removed from the Heritage List. - "270 - 272 South Terrace is included on the Heritage List as *Shop and House (Fmr.), 270 - 272 South Terrace*, and on the LHS as a management category Level 3. The physical description in the listing notes that "It is not known if the residence was demolished or significantly altered." - I have visited this site and inspected the interior and the footprint of the two buildings shown on the 1954 Metropolitan Sewerage Plan bears no resemblance to the existing building. From looking at historical aerial photos it would appear that the original shop and adjacent timber house were demolished for the existing commercial tenancy sometime between 1954 and 1964. - This place has little/ no heritage value and should not be on the Heritage List and should only be on the LHS as a management category Historic Record Only. I have added this place to the list of places to be reassessed as part of the 2022 Annual Update of the Heritage List and Local Heritage Survey." The place was not added to the Annual Update at that time. Subsequently it is now being recommended for removal from the Heritage List and to be NON Contributory in the South Fremantle Heritage Area.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**No**
InHerit Entry	**Yes – for information purposes only**
LHS Category	**Level 4 – for information purposes only**
Heritage List	**No**

Images	 1907 Sewerage Diagram Diagram  1950s Sewerage  1953 Aerial matches 1950s Diagram changes 1965 Aerial shows significant

Address	**7 Thomas Street SOUTH FREMANTLE**
Place Name	**HOUSE, 7 Thomas Street SOUTH FREMANTLE**
InHerit No.	22884
Summary of issue or objection	No 7 Thomas Street is **a new build** around 2006/2007. The **original cottage was demolished in 2006.**
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	N/A
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes

InHerit Entry	Yes
LHS Category	3
Heritage List	Yes
Revised Information	
Date of Construction	1898
History	Thomas Street was not formed until c. 1900 and was named for Captain John Thomas, an early land owner in the area. In 1897, the lot was listed as vacant land owned by W Batger. The following year, a cottage of three rooms was built for Thomas Batger. In 1899, the cottage was owned by the large Back family of ten children. In 1900, House, 7 Thomas Street was occupied by Timothy Daly, a contractor. James Back was back there with his family in 1909/10. In this year, it was listed as 27 Thomas Street. In 1929/30, the property was owned by Emily Hobby and occupied by Laura Webb. William Downs was listed as the owner and occupier in 1939/40. A diagram dated 1954 shows a weatherboard house with a full length front verandah. The house is quite unusual as no paving or outbuildings are noted on the lot at this time. The place was demolished in 2006.
Physical Description	The place was demolished in 2006. It was a single storey weatherboard, asbestos and iron cottage with a symmetrical facade designed as an example of the Victorian Georgian style of architecture. The walls are painted horizontal weatherboards to dado height with asbestos sheeting above. The roof gabled with no eaves and clad with corrugated iron. The verandah is under continuous corrugated iron roof with square timber posts. The front facade is symmetrical with a central front door and timber framed windows either side. There is a rendered masonry fence to the front boundary and a small garden area behind.
Statement of Significance	House, 7 Thomas Street, has been demolished and no longer has cultural heritage significance.
Officer Recommendation	**Objection supported. Revise listing to Level 4 Historic Record Only**
Discussion	Aerial imagery and built form confirms redevelopment occurred in 2006.
Recommended Heritage Listings	
Heritage Area	**SFHA**
Contributory	**No**
InHerit Entry	**Yes**
LHS Category	**4**
Heritage List	**No**

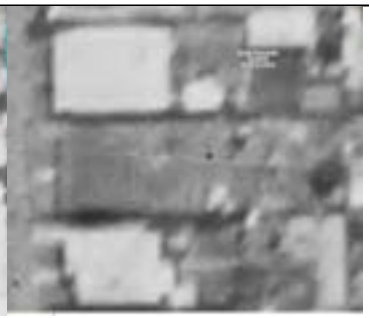
Images	 *Streetview imagery 2022* *Aerial imagery August 2006 depicting cleared block prior to redevelopment*

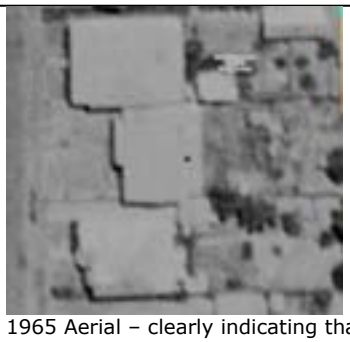
Address	**3 Trafford Street BEACONSFIELD**
Place Name	**HOUSE, 3 Trafford Street BEACONSFIELD**
InHerit No.	
Summary of issue or objection	"We feel the City of Fremantle is taking a short cut approach to managing Heritage aspects in the city and the City of Fremantle should be acting in the interest of their rate payers for major decisions like this. Only houses that have recently lodged a development (planning) application are included on the list of houses to be added to the Register. There are many houses, which demonstrate heritage values, which may not be on the heritage register, which 'slip through the cracks' by only including houses which have recently applied for alterations. If the council commissioned a property heritage study into the area, instead of applying a policy to only those owners who have recently made an application for development, then you would have an actual legitimate data set of information to make an informed decision. We strongly believe the change in policies is 'jumping the gun' and we shouldn't be legislating change until we have the information needed to inform that decision. We believe the City of Fremantle knows this, and is trying to push this through without the general public being aware of this."
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	N/A

Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area
Contributory	Yes
InHerit Entry	Yes
LHS Category	3
Heritage List	Yes
Revised Information	
Date of Construction	1951/52
History	The suburb Beaconsfield was named after a property known as "Beaconsfield" which was located in the area in the 1880s and the name was officially adopted for the Post Office on the 1st August, 1894. The origin is unknown, but probably named after the town in England of the same name or the Earl of Beaconsfield, Benjamin Disreali. In 1895 the land was subdivided by Solomon. Trafford Street was first gazetted on the 15 April 1921. The Fremantle Rates books confirm that the place was constructed in 1951/52 and the outline of the house is sketched on the 1954 Metropolitan Sewerage diagram.
Physical Description	3 Trafford Street is a single storey rendered masonry and tile house constructed in 1951/52 in the Post War era. The original house is clearly evident as an 'L' shaped plan with a protruding front room and a ¼ circular concrete porch. The walls are rendered and painted brick. The roof is red terracotta tile in a hipped form. The windows to the front elevation are generally timber framed triple panes with a fixed central pane and two casements either side. The windows have metal awnings over. The porch has a flat ¼ circular concrete roof on decorative round masonry columns. There is a later two storey addition to the rear. The front boundary has a low level timber picket fence.
Statement of Significance	HOUSE, 3 TRAFFORD STREET, is a rendered masonry single storey house dating from 1951/52. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle.
Final Officer Recommendation	**Objection not supported. Recommend retain for proposed inclusion on List and contributory property.**
Discussion	The place is a good example of a masonry and tile house from the Post War period.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**Yes**
InHerit Entry	**Yes**

LHS Category	**3**
Heritage List	**Yes**
Images	

Address	**8 Trafford Street BEACONSFIELD**
Place Name	**HOUSE, 8 Trafford Street BEACONSFIELD**
InHerit No.	
Summary of issue or objection	We respectfully request that the City of Fremantle: • Remove our property, and any others similarly misclassified, from the proposed heritage area prior to any further progression. • Complete a thorough heritage reassessment to assess the heritage classification applied to our property and surrounding homes based on accurate architectural and historical evidence. • Provide the specific documentation or rationale used in determining the heritage significance of the houses and our street. We believe this issue extends beyond our individual property. Many homes on our street share a similar construction period and style, and have likewise been inaccurately included in the proposed heritage area. Furthermore, our neighbours are engaged, conscientious homeowners who contribute positively to the aesthetic and community feel of the area through well-considered renovations and landscaping. Imposing restrictive heritage controls on this street risks stifling thoughtful development and ongoing renewal that respects but also improves the local character. Applying a heritage listing or inclusion in a heritage area without proper justification imposes undue restrictions on our ability to maintain, modify, or uplift our home, and subsequently the street. We strongly oppose any heritage status that is not based on a thorough and correct assessment.
Current Heritage Listings	
Heritage Area	South Fremantle Heritage Area
InHerit Entry	No
LHS Category	N/A
Heritage List	No
Review Recommended Heritage Listings	
Heritage Area	South Fremantle Heritage Area

Contributory	Yes
InHerit Entry	Yes
LHS Category	3
Heritage List	Yes
Revised Information	
Date of Construction	1959
History	The land that would later include Trafford Street was part of a larger allotment owned by Elias Solomon in 1889–90. In 1895, the property was subdivided under Solomon's ownership. Trafford Street itself was officially gazetted on 15 April 1921. The existing home on the site was built in 1959 replacing an earlier cottage that was evident on the 1907 Sewerage Diagram.
Physical Description	House, 8 Trafford Street is a single storey timber framed and weatherboard clad house dating from 1959. It is set further back from the prevailing streetscape setbacks.
Statement of Significance	HOUSE, 8 TRAFFORD STREET, is a weatherboard single storey house dating from c1959. It does not have heritage significance at this time as assessed in 2025
Final Officer Recommendation	**Objection supported – recommend not to include on Heritage List and is non-contributory in the Heritage Area**
Discussion	House was constructed in 1959 not 1915 as originally thought. The place does not have heritage significance.
Final Recommended Heritage Listings	
Heritage Area	**South Fremantle Heritage Area**
Contributory	**No**
InHerit Entry	**Yes - for information purposes only**
LHS Category	**Level 4 - for information purposes only**
Heritage List	**No**
	1947 Aerial  1953 Aerial

	 1965 Aerial – clearly indicating that the original house was demolished and a new house constructed between 1953 and 1965
Images	

InHerit data base #	Place Name	Const'n date	Current LHS category	Current HL status	Action - Heritage Area Contributory	Action - LHS	Action - Heritage List	Statement of Significance
NEW	HOUSE (FORMER FACTORY), 7 ADA STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE (FORMER FACTORY), 7 ADA STREET has cultural heritage significance as a former interwar industrial building that demonstrates the historic industrial character of South Fremantle and the practice of industrial building conversion to residences within the South Fremantle Heritage Area. The place contributes to Fremantle's identity, representing a period when the area saw increased residential development and conversions of former industrial buildings to residential apartments to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	DUPLEX (FORMER FACTORY), 10 ADA STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX (FORMER FACTORY), 10A and 10B ADA STREET have cultural heritage significance as a former interwar industrial building that demonstrates the historic industrial character of South Fremantle and the practice of industrial building conversion to residences within the South Fremantle Heritage Area. The residence demonstrates a symmetrical facade and an altered but recognisable former skillion roof typical of industrial developments within South Fremantle. The place contributes to Fremantle's identity, representing a period when the area saw increased residential development and conversions of former industrial buildings to residential apartments to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 14 ADA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 14 ADA STREET has cultural heritage significance as a modified c1907 house. Despite several alterations, including modifications to the windows and a double garage which is difficult to distinguish from original built form, the original c1907 house remains extant. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured.
NEW	HOUSE, 1 AGNES STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1 AGNES STREET has cultural heritage significance as a typical Post War c1940s single storey house. It has aesthetic significance as an example of the typical housing stock in the area of this time and historic significance as an example of the evolution of housing in South Fremantle and Beaconsfield. This dwelling reflects the suburban expansion of Fremantle, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era.
NEW	HOUSE, 5 AGNES STREET	1950s c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 5 AGNES STREET has cultural heritage significance as a typical Post War c1950s single storey masonry house. It has aesthetic significance as an example of the typical housing stock in the area of this time and historic significance as an example of the evolution of housing in South Fremantle and Beaconsfield. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class

NEW	HOUSE, 7 AGNES STREET	1950s c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 7 AGNES STREET has cultural heritage significance as a typical Post War c1950s single storey masonry house. It has aesthetic significance as an example of the typical housing stock in the area of this time and historic significance as an example of the evolution of housing in South Fremantle and Beaconsfield. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class
23027	HOUSE, 96 ATTFIELD STREET	1897 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 96 ATTFIELD STREET, is a typical timber and iron single storey house dating from 1898. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical timber houses built at this time in the South Fremantle area. The place is a late example of the Victorian Georgian style of architecture with a broken back roof and slender timber verandah posts. Constructed in 1897, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 121 ATTFIELD STREET	1955 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 121 ATTFIELD STREET has cultural heritage significance as a typical Post War c1950s single storey rendered brick and tile house. It has aesthetic significance as an example of the typical housing stock in the area of this time and historic significance as an example of the evolution of housing in South Fremantle and Beaconsfield. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class
23029	HOUSE, 123 ATTFIELD STREET	1927 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 123 ATTFIELD STREET, is a limestone and iron single storey house dating from c1927. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of an larger house in the South Fremantle area. The place is an example of the Interwar Bungalow style of architecture. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.

23030	HOUSE, 132 ATTFIELD STREET	1927 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 132 ATTFIELD STREET, is a timber and iron single storey house dating from c1927. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a timber house in the South Fremantle area. The place is an example of the Interwar Bungalow style of architecture. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
23031	HOUSE, 8 CHARLES STREET	c1898 c	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 8 Charles Street, is a typical timber and iron single storey house dating from c1898. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical timber houses built at this time in the South Fremantle area. The place is a late example of the Victorian Georgian style of architecture with a broken back roof and slender timber verandah posts. Constructed in 1897, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23032	HOUSE, 14 CHARLES STREET	1895 c	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 14 Charles Street, is a typical limestone, brick and iron single storey house dating from c1895. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture.
NEW	HOUSE, 24 CHARLES STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 24 CHARLES STREET, a single storey rendered masonry and tile roof house, is a representative example of a modest timber dwelling constructed in 1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact. Where modifications have occurred, they are in keeping with the character of the style and period.

NEW	HOUSE, 1 CHESTER STREET	1930	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1 CHESTER STREET, a single storey timber and metal roofed (originally tile) house, is a representative example of a modest timber dwelling constructed in 1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, a verandah supported by timber posts, and timber weatherboard and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact. Where modifications have occurred, they are in keeping with the character of the style and
23175	HOUSE, 3 CHESTER STREET	1940c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 3 CHESTER STREET, a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, a verandah supported by timber posts, and timber weatherboard and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
23176	HOUSE, 4 CHESTER STREET	1937 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 4 CHESTER STREET, a single storey rendered masonry and iron house, is a representative example of a modest masonry dwelling constructed in c1937, reflecting the architectural and social trends of the Inter-War period (c. 1915 – 1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow not only reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing but is also is an example of a simple house built for the Workers Home Board. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact. Where modifications have occurred, they are in keeping with the character of the style and

22833	HOUSE, 7 CHESTER STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 7 CHESTER STREET, a is a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1935, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple gabled roof, a verandah supported by timber posts, and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow not only reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing but is also is an example of a simple house built for the Workers Home Board. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact. Where modifications have occurred, they are in keeping with the character of the style and period.
23177	HOUSE, 8 CHESTER STREET	1954 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 8 CHESTER STREET, a single storey timber and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design, including a simple rectangular plan, a low-pitched hipped roof, timber weatherboard or fibro cladding, and minimal ornamentation. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a moderate degree of integrity, with much of its original form and materials intact. Alterations are generally in keeping with the modest and functional character of post-war housing.
23174	HOUSE, 11 CHESTER STREET	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 11 CHESTER STREET, a single storey timber and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design, including a simple rectangular plan, a low-pitched hipped roof, timber weatherboard or fibro cladding, and minimal ornamentation. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a moderate degree of integrity, with much of its original form and materials intact. Alterations are generally in keeping with the modest and functional character of post-war housing.

22834	HOUSE, 16 CHESTER STREET	1953 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 16 CHESTER STREET, a single storey brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact. Alterations are generally in keeping with the modest and functional character of post-war housing.
22836	HOUSE, 27 CHESTER STREET	1923 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 27 CHESTER STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1923, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple gabled roof, a verandah supported by timber posts, and weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow not only reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing but is also is an example of a simple house built for the Workers Home Board. It was a standard Workers Home Board Cottage (Type 6) built under the War Service Scheme. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact. Where modifications have occurred, they are in keeping with the character of the style and period.
22838	HOUSE, 32 CHESTER STREET	1923	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 32 CHESTER STREET, a single storey masonry and iron roofed house, is a representative example of a modest timber dwelling constructed in c1923, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple gabled roof, a verandah supported by timber posts, and weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow not only reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing but is also is an example of a simple house built for the Workers Home Board. It was a standard Workers Home Board Cottage (Type 6) built under the War Service Scheme. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact. Where modifications have occurred, they are in keeping with the character of the style and

NEW	HOUSE, 36 CHESTER STREET	1927 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 36 CHESTER STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1927, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple gabled roof, a verandah supported by timber posts, and weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow not only reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing but is also is an example of a simple house built for the Workers Home Board. It was a standard Workers Home Board Cottage (Type 6) built under the War Service Scheme. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact. Where modifications have occurred, they are in keeping with the character of the style and period.
22840	HOUSE, 44 CHESTER STREET	1930	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 44 CHESTER STREET, a single storey rendered masonry and iron roofed house, is a representative example of a 1930s Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

22841	HOUSE, 56 CHESTER STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 54 CHESTER STREET, a single storey timber, fibro, masonry and iron roofed house, is a representative example of a 1930s Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
22842	HOUSE, 58 CHESTER STREET	1893	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 58 CHESTER STREET, a single storey limestone, brick quoin and iron roofed house, is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period, with its symmetrical façade, simple form, and use of locally sourced materials. While a contemporary addition was made to the front in 2020, the house retains its core heritage values and remains an important link to Fremantle's early suburban history. Constructed in 1893, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Limestone, a predominant building material in Fremantle, was used extensively. The home's Victorian Georgian style, characterized by its simplicity and symmetry, was popular among Fremantle's working- and middle-class residents, demonstrating the city's architectural trends of the era. The original structure is a good, but altered example of late Victorian residential architecture, characterized by its symmetrical façade, limestone walls, and contrasting brick quoining. These features contribute to the aesthetic qualities of the streetscape and the broader heritage character of Fremantle. While the 2020 front addition introduces contemporary elements, the underlying heritage fabric remains legible. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs. Despite the 2020 addition, the original structure retains a moderate degree of authenticity, with key features such as the limestone walls, brick quoining, symmetrical façade, and simple roof form still intact.
23301	HOUSE, 3 COMMERCIAL STREET	1896	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 3 COMMERCIAL STREET , a single-storey, single-room width, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1896, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed in the Victorian Georgian style, the house exhibits key architectural features such as a simple, rectilinear form, restrained detailing, and an asymmetrical façade—a variation that reflects the practical and evolving nature of colonial-era housing. While many Victorian Georgian houses feature symmetrical designs, this adaptation speaks to the flexibility of the style in response to site constraints and functional needs. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area.

NEW	HOUSE, 9 COMMERCIAL STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 9 COMMERCIAL STREET , a single-storey, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions and now has an asymmetrical façade. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 19 COMMERCIAL STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 19 COMMERCIAL STREET , a single-storey, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had later additions inclusive of enclosing the front verandah. Its asymmetrical façade is representative of a variation that reflecting the practical and evolving nature of colonial-era housing. While many Victorian Georgian houses feature symmetrical designs, this adaptation speaks to the flexibility of the style in response to site constraints and functional needs. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 21 COMMERCIAL STREET	1915 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 21 COMMERCIAL STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1915, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof and weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The bungalow retains a medium degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 1C CUREDALE STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1C CUREDALE STREET, a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
NEW	HOUSE, 5 CUREDALE STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 5 CUREDALE STREET, a single storey timber, weatherboard and iron roofed house, is a representative example of a 1935 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity despite the addition, with much of its original form and materials intact.
NEW	HOUSE, 11 CUREDALE STREET	1913 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 11 CUREDALE STREET, a single storey rendered masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1915, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history (and has undergone some changes in the Post War period reflecting the influences of the Post WWII European Migrants). The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof and tiled roof. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The bungalow retains a medium degree of integrity, with much of its original fabric and form

17057	HOUSE, 24 CUREDALE STREET	1900 c	Historical record only	No	Contributory	Reinstate at Level 3	Reinstate on Heritage List	House, 24 Curedale Street, is a single storey modest Victorian Georgian limestone and tile house with a broken back roof dating from 1900. The dwelling is representative of the Federation era patterns of settlement within Fremantle. While the place has undergone significant alteration, is contributes to the streetscape and the surrounding area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As a modified example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 26 DALY STREET	1935	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 28 DALY STREET, is a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1935, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple gabled roof, a verandah supported by timber posts, and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form
22843	HOUSE, 28 DALY STREET	1938	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 28 DALY STREET, a single storey brick and tile roof house, is a representative example of a masonry dwelling constructed in c1938, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a representative example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof and a significant semi-circular porch supported by solid rendered masonry piers. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a mhigh degree of integrity, with much of its original fabric and form

NEW	DUPLEX, 59A DALY STREET	1928	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX PAIR, 59A & B DALY STREET, is a single-storey rendered masonry California Bungalow duplex pair.The duplex pair is of historical, aesthetic, and social significance as an example of Interwar residential development in Fremantle. The duplex reflects the increasing suburbanization of the area during the late 1920s, as well as the influence of the California Bungalow style in Fremantle architecture. Constructed in 1928, the duplex represents the interwar period expansion of Fremantle, when increasing prosperity and improved transport connections encouraged the development of suburban housing. The duplex housing typology became a practical response to the growing demand for affordable homes while making efficient use of land. The home's rendered masonry construction highlights the transition from timber to more durable materials. As a duplex, the building reflects a variation of the California Bungalow form, where the style was adapted for multi-residence housing while maintaining its characteristic charm and proportions. The place contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.The 1928 California Bungalow duplex retains a high degree of integrity, with original architectural features, materials, and layout largely intact.
22845	DUPLEX, 59B DALY STREET	1928	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX PAIR, 59A & B DALY STREET, is a single-storey rendered masonry California Bungalow duplex pair.The duplex pair is of historical, aesthetic, and social significance as an example of Interwar residential development in Fremantle. The duplex reflects the increasing suburbanization of the area during the late 1920s, as well as the influence of the California Bungalow style in Fremantle architecture. Constructed in 1928, the duplex represents the interwar period expansion of Fremantle, when increasing prosperity and improved transport connections encouraged the development of suburban housing. The duplex housing typology became a practical response to the growing demand for affordable homes while making efficient use of land. The home's rendered masonry construction highlights the transition from timber to more durable materials. As a duplex, the building reflects a variation of the California Bungalow form, where the style was adapted for multi-residence housing while maintaining its characteristic charm and proportions. The place contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.The 1928 California Bungalow duplex retains a high degree of integrity, with original architectural features, materials, and layout largely intact.
22951	HOUSE, 2 DAVIES STREET	1904	Historical record only	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 2 DAVIES STREET , a single-storey, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1904, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
20555	HOUSE, 14 DAVIES STREET	1900	Historical record only	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 2 DAVIES STREET , a single-storey, timber-framed and iron house with an symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

NEW	HOUSE, 23 DOURO ROAD	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 23 DOURO ROAD , a single-storey, rendered masonry and tile house with an symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the
22846	HOUSE, 33 DOURO ROAD	1895 c	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 33 Douro Road, is a typical rendered masonry and tile single storey house dating from 1895 and is a representative example of late 19th-century residential development in the area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 36 DOURO ROAD	1938 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 36 DOURO ROAD, a single storey timber and tile roof house, is a modified representative example of modest residential architecture constructed during the interwar period (c. 1938). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design, including a simple rectangular plan, a low-pitched hipped roof, timber weatherboard or fibro cladding, and minimal ornamentation. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the interwar to post-war era. The bungalow retains a moderate degree of integrity, with much of its original form and materials intact.
22847	HOUSE, 40 DOURO ROAD	1935	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 40 DOURO ROAD, a single storey rendered masonry and tiled roofed house, is a representative example of a 1930s Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a an example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a good example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity despite the addition, with much of its original form and materials intact.

22632	HOUSE, 144 EDMUND STREET	1925 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 144 EDMUND STREET, a single storey masonry and iron roofed house, is a representative example of a modest dwelling constructed in c1925, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of both the Victorian Georgian and the Inter-War Bungalow styles, including a simple gahipped roof, symetrical facade and a verandah supported by timber posts. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 145 EDMUND STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 145 EDMUND STREET, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade and a verandah supported by timber posts. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 160 EDMUND STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 160 EDMUND STREET, a single storey weatherboardand iron roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple gabled roof, a verandah supported by timber posts, and weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.

23033	HOUSE, 8 FRANCISCO STREET	1896	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 8 FRANCISCO STREET, is a limestone and iron single storey house dating from 1896 and is a representative example of late 19th-century residential development in the area. Constructed in 1896, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 1 GROSVENOR ROAD, BEACONSFIELD	1910 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1 GROSVENOR ROAD, BEACONSFIELD, a single storey rendered masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1910, reflecting the architectural and social trends of the Federation period. This place is significant as a modest yet important example of Fremantle's residential history (and unhas undergone some changes). The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of Federation Bungalow style, including a simple hipped and tiled roof. These elements contribute to the historical streetscape and the broader residential character of Fremantle. It was associated with the quarry located on Lefroy Road and was for some time the only house in the location, with no official road or street address. The house is associated with the Covich family, the quarry and the trucking industry. The house was in the ownership of the Mainsano family in the 1980s. This bungalow reflects the suburban expansion of Fremantle, which later included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The bungalow retains a medium degree of integrity, with much of its original fabric and form
23211	COMMERCIAL BUILDING, 109 HAMPTON ROAD	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	COMMERCIAL BUILDING, 109 HAMPTON ROAD, is a single storey rendered masonry commercial building & House (fmr). The place, is a typical single storey shop and rooms dating from c1950. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a former combined shop and residence in the Fremantle area. It is historically significant as a representation of working people's living conditions and commercial activity in the Fremantle area.
NEW	DUPLEX, 115 A HAMPTON ROAD	1910 c	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX, 115 A HAMPTON ROAD, is a typical limestone, brick and iron single storey attached pair dating from c 1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical workers' houses in the Fremantle area. The place is an example of the Federation Bungalow style of architecture. Constructed in 1910, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

23181	HOUSE, 139 HAMPTON ROAD	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 139 Hampton Road, is a single storey limestone and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. The dwelling reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. It represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23183	HOUSE, 141 HAMPTON ROAD	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 141 Hampton Road is a single storey brick and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. The dwelling reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. It represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23187	HOUSE, 157 HAMPTON ROAD	1903	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 157 Hampton Road, is a single storey brick and iron house dating from 1903. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. The dwelling reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. It represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23186	HOUSE, 159 HAMPTON ROAD	1903	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 159 Hampton Road, is a single storey brick and iron house dating from 1902. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. The dwelling reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. It represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23210	COMMERCIAL BUILDING, 165 HAMPTON ROAD	1906 c	No	No	Contributory	Add at Level 3	Add to Heritage List	Commercial Building, 165 Hampton Road, is a typical single storey brick and iron commercial corner shop dating from the 1900s. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It represents the expansion of Fremantle in the gold boom period of the late nineteenth and early twentieth centuries. It is historically significant as a representation of commercial buildings in the Fremantle area.

23189	HOUSE, 166 HAMPTON ROAD	1948 c	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 166 Hampton Road, is a single storey brick and tile house dating from 1948. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage.
23190	HOUSE, 168 HAMPTON ROAD	1941	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 168 HAMPTON ROAD, a single storey rendered masonry and tile roofed house, is a representative example of a 1940s Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity despite the addition, with much of its original form and materials intact.
NEW	HOUSE, 171 HAMPTON ROAD	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 171 HAMPTON ROAD, a single storey rendered masonry and tile roofed house, is a representative example of a 1920s Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters and decorative timberwork contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a fair example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the front verandah infill addition, with much of its original form and materials intact.

23191	HOUSE, 173 HAMPTON ROAD	1923 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 173 HAMPTON ROAD, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1923, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, symetrical facade and a verandah supported by timber posts. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	DUPLEX, 175 HAMPTON ROAD	1926	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX, 175 HAMPTON ROAD, a single storey masonry and iron roofed duplex pair, is a representative example of a modest duplex constructed in c1926, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This duplex reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The duplex pair retains a high degree of integrity, with much of its original fabric and form intact.
23058	DUPLEX, 175B HAMPTON ROAD	1926	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX, 175 HAMPTON ROAD, a single storey masonry and iron roofed duplex pair, is a representative example of a modest duplex constructed in c1926, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This duplex reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The duplex pair retains a high degree of integrity, with much of its original fabric and form intact.

22639	HOUSE, 180 HAMPTON ROAD	1894 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 180 HAMPTON ROAD , a single-storey, rendered masonry and tile house with an symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1894, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23192	HOUSE, 182 HAMPTON ROAD	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 182 HAMPTON ROAD, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade and a verandah supported by columns. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
23194	HOUSE, 189 HAMPTON ROAD	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 189 HAMPTON ROAD, a single storey masonry and tile roofed house, is a representative example of a 1940s Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

23195	HOUSE, 191 HAMPTON ROAD	1925 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 191 HAMPTON ROAD, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1925, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style (with influences from the Victorian Georgian style), including a simple hipped roof, symetrical facade and a verandah supported by timber posts. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 192 HAMPTON ROAD	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 192 HAMPTON ROAD, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 193 HAMPTON ROAD	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 193 HAMPTON ROAD, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, a verandah supported by timber posts, and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

23196	HOUSE, 204 HAMPTON ROAD	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 204 HAMPTON ROAD, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade and a verandah supported by timber posts. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
23197	HOUSE, 212 HAMPTON ROAD	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 212 HAMPTON ROAD, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, symetrical facade and a verandah. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
23198	HOUSE, 216 HAMPTON ROAD	1923 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 216 HAMPTON ROAD, a single storey timber and iron (originally tile) roofed house, is a representative example of a modest timber dwelling constructed in c1923, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, a verandah supported by timber posts, and timber weatherboard and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 224 HAMPTON ROAD	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 224 HAMPTON ROAD, a single storey masonry and iron (originally tile) roofed house, is a representative example of a modest dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 4 HARBOUR ROAD	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 4 HARBOUR ROAD, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1935, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 8 HARBOUR ROAD	1905 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 8 HARBOUR ROAD, a single-storey, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions and now has an asymmetrical façade. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

NEW	HOUSE, 9 HARBOUR ROAD	1937/38	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 9 HARBOUR ROAD, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1937/38, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped and gabled roof, a protruding front room with gabled roof and half width verandah adjacent. Timber weatherboard and fibro cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period.
NEW	HOUSE, 14 HARBOUR ROAD	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 14 Harbour Road, a single storey timber and iron roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design, including a simple rectangular plan, a low-pitched hipped roof, timber weatherboard and fibro cladding, and minimal ornamentation. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a moderate degree of integrity, with much of its original form and materials intact. Alterations are generally in keeping with the modest and functional character of post-war housing.
NEW	HOUSE, 12 HICKORY STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 HICKORY STREET, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, asymetrical facade and a verandah supported by timber posts. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 32 HICKORY STREET	1950s c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 32 HICKORY STREET a single storey brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact. Alterations are generally in keeping with the modest and functional character of post-war housing.
22854	HOUSE, 16 HULBERT STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 16 HULBERT STREET, is a typical weatherboard and tile single storey house dating from c1930. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical workers' houses in the South Fremantle area.
NEW	HOUSE, 28 HULBERT STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 28 HULBERT STREET, a single-storey, timber-framed and iron house with an symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 1 INVERLEITH STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1 INVERLEITH STREET, a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

22856	HOUSE, 6 INVERLEITH STREET	1927 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 6 INVERLEITH STREET, a single storey masonry and iron roofed house, is a representative example of a modest dwelling constructed in c1927, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, symetrical facade and a verandah. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
22857	HOUSE, 8 INVERLEITH STREET	1927	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 8 INVERLEITH STREET (Kelvin Grove) South Fremantle a timber framed, weatherboard and fibrous cement sheet clad and corrugated iron single storey house dating from 1927 has cultural heritage significance for the following reasons: the place is of aesthetic value as a Californian Bungalow style of architecture residence that contributes to the character and quality of its setting along Inverleith Street and the surrounding area; the place has some historic value as an Inter-War workers' residence that demonstrates the settlement and recreational development of the South Fremantle area during an time of economic downturn, the place has social significance as it contributes to the community's sense of place, and; it is representative of typical workers' houses in the South Fremantle area. The rear additions, garage and front wall are of limited significance. Comments: 8 Inverleith Street is a good example of a residence constructed during the Inter-War period at a time when due to the economic downturn development of the area yet South Fremantle developed as people focused on their home life and followed more social pursuits such as the popularity of recreational South Beach. The place has aesthetic value and contributes to the character of the streetscape and local area.
NEW	HOUSE, 28 JENKIN STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 28 JENKIN STREET , a single-storey, brick and tile house with an symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in c1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 33a JENKIN STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 33a JENKIN STREET, a single-storey, brick and tile house with an symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in c1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

NEW	HOUSE, 46 JENKIN STREET	1910 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 46 JENKIN STREET , a single-storey, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions and now has an asymmetrical façade. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 60 JENKIN STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 60 JENKIN STREET , a single-storey, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions and now has an asymmetrical façade. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 11 KING WILLIAM STREET	1937 c	No	No	Contributory	Add at Level 3	Add to Heritage List	11 KING WILLIAM STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 15 KING WILLIAM STREET	c1940s	No	No	Contributory	Add at Level 3	Add to Heritage List	15 KING WILLIAM STREET, a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 20 KING WILLIAM STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 20 KING WILLIAM STREET is a single storey limestone and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 16 LEFROY ROAD	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 16 LEFROY ROAD, a single-storey, brick and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions and now has an asymmetrical façade. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. Notwithstanding the changes made to the front verandah the place retains a moderate degree of integrity, with much of its original fabric and form intact.
22861	HOUSE, 17 LEFROY ROAD	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 17 LEFROY ROAD, a single-storey, single room width, rendered masonry and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place retains a moderate degree of integrity, with much of its original fabric and form intact.
22862	HOUSE, 19 LEFROY ROAD	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 19 LEFROY ROAD, a single-storey, single room width, rendered masonry and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place retains a moderate degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 27 LEFROY ROAD	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 27 LEFROY ROAD, a single-storey, brick and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions and now has an asymmetrical façade. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. Notwithstanding the changes made to the front verandah the place retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 31 LEFROY ROAD	1920s	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 6 INVERLEITH STREET, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, symetrical facade and a verandah. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
22863	HOUSE, 33 LEFROY ROAD	1933	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 33 LEFROY ROAD, a single storey rendered masonry and tile roofed house, is a representative example of a 1933 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

21148	HOUSE, 36 LEFROY ROAD	1905 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 36 LEFROY ROAD, a single-storey, single room width, limestone, brick quoin and tile roofed house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Federation era, the house reflects typical style of the period. Constructed in 1905, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. Notwithstanding the changes made to the front verandah the place retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	SHOP AND HOUSE, 47 LEFROY ROAD	1905 c	No	No	Contributory	Add at Level 3	Add to Heritage List	SHOP AND HOUSE, 47 LEFROY ROAD, is a single storey rendered masonry shop & house. The place, is a typical single storey shop and rooms dating from c1905. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a former combined shop and residence in the Fremantle area. It is historically significant as a representation of working people's living conditions and commercial activity in the Fremantle area.
NEW	HOUSE, 50 LEFROY ROAD	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 50 LEFROY ROAD, a single-storey, rendered masonry and tile house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in c1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 14 LILLY STREET	1910 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 14 LILLY STREET , a single-storey, timber-framed and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1910, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed originally in the Victorian Georgian style, the house appears to have had early additions and now has an asymmetrical façade. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23034	HOUSE, 16 LILLY STREET	1928 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 16 LILLY STREET a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1928, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple gabled roof, a verandah supported by timber posts, and timber weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form

NEW	HOUSE, 22 LILLY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 22 LILLY STREET a single-storey, single room width, limestone, brick quoined and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 28 LILLY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 28 LILLY STREET, a single-storey, rendered masonry and tile house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in c1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Designed originally in the Victorian Georgian style, the house appears to have had alterations over time. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the
NEW	HOUSE, 41 LILLY STREET	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 41 LILLY STREET a single storey rendered brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
NEW	HOUSE, 49 LILLY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 49 LILLY STREET, is a single storey limestone and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

23310	HOUSE, 6 LIVINGSTON STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	House, 6 Livingston Street, is a single storey brick and iron house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23217	HOUSE, 12 LIVINGSTON STREET	1931	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 LIVINGSTON STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1931, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, a verandah supported by timber posts, and timber weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
23223	HOUSE, 14 LIVINGSTON STREET	1935	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 14 LIVINGSTON STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1935, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped and gablet roof, a verandah supported by timber posts, and timber weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 13 LLOYD STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 13 LLOYD STREET, is a single storey limestone and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	COMMERCIAL BUILDING, 1 LOUISA STREET	1947 c	No	No	Contributory	Add at Level 3	Add to Heritage List	COMMERCIAL BUILDING, 1 LOUISA STREET, single-storey brick and iron commercial building at has historical, aesthetic, and social significance. Constructed circa 1947, the building represents Fremantle's post-war industrial and maritime development and contributes to the broader narrative of the city's strong connection to the boat-building and maritime industries. The site has a continuous association with the Mews family from circa 1900, when they operated a galvanised iron boat shed at the rear of the lot, as shown on a 1907 diagram. From circa 1910, Robert Mews, a boat builder, was recorded as occupying the site at the end of Louisa Street, reflecting its role in Fremantle's early 20th-century maritime industry. The construction of the current single-storey brick and iron building around 1947, with Victor Mews listed at 1 Louisa Street from that time, marks an evolution in the site's use while maintaining its connection to boat building. The shift from a temporary iron boat shed to a more substantial brick and iron structure reflects the growth and modernization of maritime-related businesses in the mid-20th century. The single-storey brick and iron construction of the building is characteristic of post-war commercial and industrial architecture in Fremantle. Its utilitarian design, simple brickwork, and use of corrugated iron roofing are typical of small-scale industrial buildings from the period. While built for function rather than ornamentation, the structure is a representative example of mid-20th-century commercial and industrial architecture, contributing to the historic streetscape of Louisa Street.
NEW	HOUSE, 4 LOUISA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 4 LOUISA STREET, is a single storey rendered masonry and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

23037	HOUSE, 15 LOUISA STREET	1905	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 15 LOUISA STREET, is a single storey limestone, brick quoin and iron house dating from c1905. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. The place it retains a high degree of integrity, with much of its original fabric and form intact. Constructed in 1905, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs.
NEW	HOUSE, 10 MARDIE STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 10 MARDIE STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 12 MARDIE STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 MARDIE STREET, a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 14 MARDIE STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 MARDIE STREET, a single storey timber and tile roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. Despite some modifications the bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 24 MARDIE STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 24 MARDIE STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 26 MARDIE STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 26 MARDIE STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 28 MARDIE STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 26 MARDIE STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form

NEW	HOUSE, 30 MARDIE STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 30 MARDIE STREET, a single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 32 MARDIE STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 32 MARDIE STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 34 MARDIE STREET	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 34 MARDIE STREET, a single storey asbestos clad, timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

NEW	WAREHOUSES, 176 MARINE TERRACE	1915 c	No	No	Contributory	Add at Level 3	Add to Heritage List	The former woolstores at 176 Marine Terrace, Fremantle are of historical, aesthetic, and social significance, representing an important chapter in Fremantle's industrial and maritime heritage. As part of the city's once-thriving wool trade, these warehouses played a crucial role in Western Australia's export economy, supporting the processing, storage, and transport of wool—one of the state's most valuable commodities during the 19th and 20th centuries. The construction of large-scale woolstores in Fremantle reflects the economic boom of the early 20th century, when Western Australia's agricultural expansion increased demand for efficient storage and transportation infrastructure. Woolstores such as those at 176 Marine Terrace were purpose-built to accommodate large quantities of baled wool, ensuring the industry remained competitive in a global market. The former woolstores at 176 Marine Terrace are architecturally significant as a representative example of industrial warehouse design from the early to mid-20th century. These buildings typically feature large-scale corrugated iron construction, expansive open-plan interiors, high ceilings and large timber or steel trusses, wide loading bays and large doorways, facilitating efficient transport of wool bales. Their utilitarian design and robust materials contribute to the historic industrial streetscape of Marine Terrace, reinforcing Fremantle's identity as a port and trade city. The former woolstores hold social value as a key site of employment and industry, particularly for the wharf workers, wool handlers, and transport operators who worked in Fremantle's bustling wool trade. The presence of these buildings is a reminder of the physical labor and economic activity that sustained generations of workers in the city. Furthermore, as Fremantle has undergone urban renewal, many former industrial buildings—including woolstores—have been adaptively reused, reflecting changing community values and the recognition of industrial heritage as an important part of the city's character.
NEW	HOUSE, 3 MARTHA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 3 MARTHA STREET a single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 4 MARTHA STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 4 MARTHA STREET, a single storey timber, fibro and iron roofed house, is a representative example of a 1920s Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period.

NEW	HOUSE, 6 MARTHA STREET	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 6 MARTHA STREET a single storey rendered brick and iron roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
NEW	HOUSE, 8 MARTHA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 8 MARTHA STREET a single-storey, rendered masonry and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its masonry construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place has undergone some change but retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 10 MARTHA STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 10 MARTHA STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 12 MARTHA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 MARTHA STREET a single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

23242	HOUSE, 18 MARTHA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 8 MARTHA STREET a single-storey, rendered masonry and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place has undergone some change but retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 27 MARTHA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 27 MARTHA STREET a single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 30 MARTHA STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 30 MARTHA STREET a single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 32 MARTHA STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 32 MARTHA STREET, a single storey rendered brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. This house is a good example of the type, showcasing the practical and economic considerations of the post-war era. The bungalow retains a high degree of integrity despite the addition, with much of its original form and materials intact.

NEW	HOUSE, 3 MAXWELL STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 3 MAXWELL STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form
NEW	HOUSE, 9 MAXWELL STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 3 MAXWELL STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
22643	HOUSE, 17 MCCLEERY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 17 MCCLEERY STREET, is a single storey limestone and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of later 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 24 MCCLEERY STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 24 MCCLEERY STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped and gablet roof, a verandah supported by timber posts, and timber weatherboard cladding. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a high degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 26 MCCLEERY STREET	1902 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 26 MCCLEERY STREETa single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1902, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
22864	HOUSE, 1 MCLAREN STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1 MCLAREN STREET, a single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 3 MCLAREN STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 34 MARDIE STREET, a single storey asbestos clad, timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 15 MCLAREN STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 15 MCLAREN STREET, a single-storey,masonry and tile house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

22866	HOUSE, 17 MCLAREN STREET	1903 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 17 MCLAREN STREET, is a single storey limestone and tile house dating from c1903. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1903, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 3 NELSON STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 3 NELSON STREET a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. Despite some modifications the bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 9 NELSON STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 9 NELSON STREET, a single-storey, rendered masonry and tile house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place has undergone some change but retains a moderate degree of integrity, with much of its original fabric and form intact.
23038	HOUSE, 12 NELSON STREET	1908 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 NELSON STREET, timber and iron roofed house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Federation era, the house reflects typical style of the period. Constructed in 1905, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place retains a moderate degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 1 ORIENT STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1 ORIENT STREET, a single storey fibro, timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 2 ORIENT STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 2 ORIENT STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
22868	HOUSE, 6 ORIENT STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 2 ORIENT STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

22870	HOUSE, 13 ORIENT STREET	1922 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 13 ORIENT STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1922, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
22871	HOUSE, 14 ORIENT STREET	1897	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 14 ORIENT STREET, a single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1897, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. Despite the later verandah infill the place retains a moderate degree of integrity, with much of its original fabric and form intact. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 15 ORIENT STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 15 ORIENT STREET, a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form
NEW	HOUSE, 4 PARMELIA STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 4 PARMELIA STREET a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

NEW	HOUSE, 12 PARMELIA STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 PARMELIA STREET, a single storey masonry and tile roofed house, is a representative example of a modest dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style, including a simple hipped roof, symetrical facade and a verandah. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing . It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 14 PARMELIA STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 14 PARMELIA STREET a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
22872	HOUSE, 16 PARMELIA STREET	1898	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 16 PARMELIA STREET, a single-storey, single-room width, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1898, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed in the Victorian Georgian style, the house exhibits key architectural features such as a simple, rectilinear form, restrained detailing, and an asymmetrical façade—a variation that reflects the practical and evolving nature of colonial-era housing. While many Victorian Georgian houses feature symmetrical designs, this adaptation speaks to the flexibility of the style in response to site constraints and functional needs. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area.

NEW	HOUSE, 18 PARMELIA STREET	1898	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 18 PARMELIA STREET, a single-storey, single-room width, timber-framed and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1898, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed in the Victorian Georgian style, the house exhibits key architectural features such as a simple, rectilinear form, restrained detailing, and an asymmetrical façade—a variation that reflects the practical and evolving nature of colonial-era housing. While many Victorian Georgian houses feature symmetrical designs, this adaptation speaks to the flexibility of the style in response to site constraints and functional needs. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area.
NEW	HOUSE, 4 PORCELLI CLOSE	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 4 PORCELLI CLOSE, is a single storey limestone and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its limestone and tile construction are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs.
NEW	HOUSE, 10 ROSE STREET	1905 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 10 ROSE STREETa single-storey, rendered masonry and iron house with an asymmetrical façade is a representative example of late 19th-century residential development in the area. Constructed in 1905, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. The place has undergone some change but retains a moderate degree of integrity, with much of its original fabric and form intact.

23039	HOUSE, 12 ROSE STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 ROSE STREET, a single storey rendered masonry and tile roofed house, is a representative example of a c1935 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
22875	HOUSE, 38 SCOTT STREET	1927	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 38 SCOTT STREET a single storey timber and iron roofed house, is a representative example of a modest timber dwelling constructed in c1927, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is am example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form
NEW	HOUSE, 1/50 SCOTT STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	1/50 SCOTT STREET, a single storey rendered masonry and iron roofed house, is a representative example of a modest timber dwelling constructed in c1920, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.

22877	HOUSE, 1 SHEEDY STREET	1898 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 1 SHEEDY STREETa single-storey, timber and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. Despite the later verandah infill the place retains a moderate degree of integrity, with much of its original fabric and form intact.
22878	HOUSE, 8 SHEEDY STREET	1900	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 8 SHEEDY STREETa single-storey, rendered masonry and iron house with a symmetrical façade is a representative example of late 19th-century residential development in the area. Built in the Victorian Georgian style, the house reflects typical style of the period. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Designed as an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century. Despite the later verandah infill the place retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 130 SOLOMON STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 130 SOLOMON STREET, a single storey rendered masonry and tile roofed house, is a representative example of a c1935 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

21820	HOUSE, 133 SOLOMON STREET	1900	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 133 SOLOMON STREET, is a single storey limestone and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its limestone and tile construction are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs.
23118	HOUSE, 136 SOLOMON STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 136 SOLOMON STREET, a single storey rendered masonry and tile roofed house, is a representative example of a c1935 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

23411	HOUSE, 138 SOLOMON STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 138 SOLOMON STREET, a single storey rendered masonry and tile roofed house, is a representative example of a c1935 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
23119	HOUSE, 140 SOLOMON STREET	1939	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 140 SOLOMON STREET, a single storey timber weatherboard, fibro and tile roofed house, is a representative example of a c1939 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

NEW	HOUSE, 141 SOLOMON STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 141 SOLOMON STREET, a single storey rendered masonry and tile roofed house, is a representative example of a modest timber dwelling constructed in c1940, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
23120	HOUSE, 144 SOLOMON STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 144 SOLOMON STREET, a single storey rendered masonry and tile roofed house, is a representative example of a modest timber dwelling constructed in c1935, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
NEW	HOUSE, 146 SOLOMON STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 146 SOLOMON STREET, a single storey rendered masonry and iron roofed house, is a representative example of a c1935 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
NEW	NATURAL LIMESTONE FEATURE, 164, 166, 168 SOLOMON STREET	-	Limeston e features	No	Contributory	Change from Limestone Feature to Level 3	Add to Heritage List	The natural limestone feature at 164, 166, and 168 Solomon Street, Fremantle is of geological, historical, aesthetic, and social significance, representing a remnant of the unique limestone formations that define Fremantle's natural and built environment. These limestone features have played a crucial role in shaping the region's landscape, influencing its architectural heritage, and providing materials for construction since the early European settlement period.

23141	HOUSE, 51 SOUTH STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 51 SOUTH STREET, is a single storey rendered brick quoin and tile house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Notwithstanding the changes made to the place it retains a moderate degree of integrity, with much of its original fabric and form intact. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its limestone and tile construction are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs.
23142	HOUSE, 59 SOUTH STREET	1955 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 59 SOUTH STREET, a single storey rendered brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
23143	HOUSE, 61 SOUTH STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 61 SOUTH STREET, a single storey rendered masonry and tile roofed house, is a representative example of a c1940 Californian Bungalow, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of the interwar Californian Bungalow housing style that became popular in Western Australia, reflecting both the economic and social conditions of the time. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house is a modest example of the Californian Bungalow style, which was widely adopted throughout Fremantle at this time. Characteristic features such as a low-pitched hipped and gabled roof, exposed rafters, decorative timberwork, and a wide verandah supported by masonry piers contribute to its architectural value. These elements contribute to the historical streetscape and the broader residential character of Fremantle. The bungalow represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. As part of a broader streetscape of interwar homes, the bungalow contributes to the collective character of its streetscape. It represents a period when Australian home design shifted towards informal, open-plan living, influencing residential architecture for decades to come. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

22649	SHOP & HOUSE, 85 SOUTH STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	SHOP & HOUSE, 85 SOUTH STREET, is a single storey rendered masonry shop & house. The place, is a typical single storey shop and rooms dating from c1935. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a former combined shop and residence in the Fremantle area. It is historically significant as a representation of working people's living conditions and commercial activity in the Fremantle area. The residence represents the expansion of Fremantle's suburbs during the interwar period, a time when increased prosperity and improved transport links encouraged the development of detached family homes. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and comercial and domestic architecture of the era.
23129	HOUSE, 103 SOUTH STREET	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 103 SOUTH STREET, a single storey rendered masonry and tile roofed house, is a representative example of a modest timber dwelling constructed in c1930, reflecting the architectural and social trends of the Inter-War period (c. 1915–1940). This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The house exhibits characteristic features of the Inter-War Bungalow style. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This bungalow reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. This house is a good example of the type and retains key architectural features that typify the period. The bungalow retains a moderate degree of integrity, with much of its original fabric and form intact.
23130	HOUSE, 117 SOUTH STREET	1955 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 117 SOUTH STREET, a single storey rendered brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.
23216	HOUSE, 119 SOUTH STREET	1955 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 119 SOUTH STREET, a single storey rendered brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. The bungalow retains a moderate degree of integrity despite the addition, with much of its original form and materials intact.

NEW	HOUSE, 125 SOUTH STREET	1957 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 125 SOUTH STREET, a single storey rendered brick and tile roof house, is a representative example of modest residential architecture constructed during the post-World War II period (c. 1945–1965). It reflects the economic and social conditions of the era, particularly the need for affordable and rapidly built housing in response to population growth and housing shortages. This place is significant as a modest yet important example of Fremantle's residential history. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling exhibits typical features of Post-War Bungalow design. These features contribute to the broader suburban character of Fremantle's mid-20th-century residential development. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. As part of a broader pattern of post-war suburban development, the bungalow reflects the aspirations of working- and middle-class families for home ownership. It remains an important link to Fremantle's mid-century community identity and continues to contribute to the area's evolving built heritage. The bungalow retains a moderate degree of integrity despite later additions, with much of its original form and materials intact.
NEW	HOUSE, 127 SOUTH STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 127 SOUTH STREET, is a heavily modified single storey weatherboard and tile interwar dwelling. The place has contributory value toward the streetscape. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
17064	HOUSE, 129 SOUTH STREET	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 129 SOUTH STREET, is a modified rendered masonry single storey postwar dwelling. The place has contributory value toward the streetscape. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class
NEW	HOUSE, 131 SOUTH STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 131 SOUTH STREET, is a modified weatherboard Federation era single storey dwelling. The place has contributory value in South Fremantle. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23234	HOUSE, 161 SOUTH TERRACE	1930	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 161 SOUTH TERRACE, is a single storey weatherboard worker's cottage that has aesthetic value for its contribution to the streetscape and surrounding area. The dwelling is representative of the interwar era in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.

23244	HOUSE, 163 SOUTH TERRACE	1920	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 163 SOUTH TERRACE, is a single storey rendered masonry and tile dwelling that is representative of the interwar era in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
23245	HOUSE, 167 SOUTH TERRACE	1900	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 167 SOUTH TERRACE, is a single storey rendered masonry dwelling that has aesthetic value for its contribution to the streetscape and surrounding area. The place is representative of the Federation era in South Fremantle. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
23246	HOUSE, 169 SOUTH TERRACE	1915	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 169 SOUTH TERRACE, is a single storey rendered masonry dwelling that has aesthetic value for its contribution to the streetscape and surrounding area. The place is representative of the interwar era in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
23247	HOUSE, 171 SOUTH TERRACE	1915	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 171 SOUTH TERRACE, is a single storey rendered masonry and tile dwelling that is contributory to the character of South Fremantle. The place is representative of the interwar era along South Terrace. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 189 SOUTH TERRACE	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 189 SOUTH TERRACE, is a highly intact example of a single storey Federation-era dwelling. The place is an aesthetically pleasing site contributory to the character of South Fremantle. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its timber-framed construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	SHOP & HOUSE, 223 SOUTH TERRACE	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	SHOP & HOUSE, 223 SOUTH TERRACE, is a modified modest art deco premises converted for hospitality purposes. The places is contributory as an example of an interwar commercial premises in South Fremantle. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a combined shop and residence in the Fremantle area. It is historically significant as a representation of working people's living conditions and commercial activity in the Fremantle area. The residence represents the expansion of Fremantle's suburbs during the interwar period. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and comercial and domestic architecture of the era.

NEW	SHOP, 271 SOUTH TERRACE	1930 c	No	No	Contributory	Add at Level 3	Add to Heritage List	SHOP, 271 SOUTH TERRACE, is a modified rendered masonry modest shop representative of the interwar era. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a combined shop and residence in the Fremantle area. It is historically significant as a representation of commercial activity in the Fremantle area.
23273	SHOP & HOUSE, 302 SOUTH TERRACE	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	SHOP & HOUSE, 302 SOUTH TERRACE, is an example of a modified modest rendered masonry Federation-era shop and dwelling. The remaining shopfront with its eclectic decorative parapet roof feature is contributory to the established character of South Terrace. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a combined shop and residence in the Fremantle area. It is historically significant as a representation of working people's living conditions and commercial activity in the Fremantle area. The residence represents the expansion of Fremantle's suburbs during the interwar period. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and comercial and domestic architecture of the era.
NEW	GARAGE (FMR), 312 SOUTH TERRACE	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	GARAGE (FMR), 312 SOUTH TERRACE, is an example of a highly intact former petrol station from the postwar era. The place is contributory towards the South Fremantle streetscape and representative as an example of the evolution of the area as transporation modes shifted towards car dominance. Despite later modifications, features such as the cantilevered skillion roof allude to its former use as a petrol station, and the distinct roof form and brick profile of the original building continues to be contributory to the historic evolution of the area.
NEW	HOUSE, 338 SOUTH TERRACE	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 338 SOUTH TERRACE, is an example of a weatherboard Federation-era cottage. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
22880	HOUSE, 374 SOUTH TERRACE	1895 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 374 SOUTH TERRACE, is a heavily modified rendered masonry worker's cottage. The dwelling is representative of the Federation era in South Fremantle. Constructed in 1895, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
22881	DUPLEX, 376 SOUTH TERRACE	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX, 376 SOUTH TERRACE is a rendered masonry duplex. The dwellings are representative of the interwar era in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
23369	DUPLEX, 378 SOUTH TERRACE	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX, 378 SOUTH TERRACE is a rendered masonry duplex. The dwellings are representative of the interwar era in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.

22882	SHOP & HOUSE, 384 SOUTH TERRACE	1903 c	No	No	Contributory	Add at Level 3	Add to Heritage List	SHOP & HOUSE, 384 SOUTH TERRACE, are a heavily modified example of modest Federation-era residential and commercial premises. The place is contributory to the established character of South Terrace. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a former combined shop and residence in the Fremantle area. It is historically significant as a representation of working people's living conditions and commercial activity in the Fremantle area. The residence represents the expansion of Fremantle's suburbs during the interwar period. It contributes to the historical narrative of Fremantle's growth beyond its port and commercial hub, providing insight into the lifestyles of middle-class families in the early 20th century. It provides insight into the living conditions and comercial and domestic architecture of the era.
NEW	COMMERCIAL BUILDING (SHOPS), 386 SOUTH TERRACE	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	COMMERCIAL BUILDING (SHOPS), 386 SOUTH TERRACE, is an example of painted brick modest post-war shopfronts. The shops are contributory to the established character of South Terrace. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader commercial character of South Fremantle which remains evident in their activity today. The shops are characteristic of post-war commercial and industrial architecture in Fremantle.Their utilitarian design, simple painted brickwork, and roofing are typical of small-scale industrial buildings from the period. While built for function rather than ornamentation, the shops remain recognisable and are representative example of mid-20th-century commercial architecture, contributing to the historic streetscape of South Terrace.
23052	COMMERCIAL BUILDING, 390 SOUTH TERRACE	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	COMMERCIAL BUILDING, 390 SOUTH TERRACE, is an example of a rendered masonry Federation-era modest shopfront that continues to be used as a hospitality premises to this day. The shop is contributory to the established character of South Terrace. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader commercial character of South Fremantle. The shops is characteristic of Federation-era commercial and industrial architecture in Fremantle.The utilitarian design, simple painted brickwork, and roofing is typical of small-scale commercial buildings from the period. While built for function rather than ornamentation, the building remains recognisable and representative, contributing to the historic streetscape of South Terrace.
23413	DUPLEX, 424A SOUTH TERRACE	1898	No	No	Contributory	Add at Level 3	Add to Heritage List	DUPLEX, 424A SOUTH TERRACE is a modified rendered masonry duplex. The dwellings are representative of the Federation era in South Fremantle. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs.
NEW	HOUSE, 2a THOMAS STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 2 THOMAS STREET, is a rendered masonry single storey dwelling with a second floor rear extension dating from c1940. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.

NEW	HOUSE, 2 THOMAS STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 2 THOMAS STREET, is a rendered masonry single storey dwelling dating from c1940. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of a Federation cottage in South Fremantle. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 4 THOMAS STREET	1955 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 4 THOMAS STREET, is a rendered masonry brick single storey dwelling dating from c1955. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of a postwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War and Postwar period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
22883	HOUSE, 6 THOMAS STREET	1941	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 6 THOMAS STREET, is a brick and iron roof single storey dwelling dating from c1941. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of an interwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
22885	HOUSE, 9 THOMAS STREET	1898	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 9 THOMAS STREET, is a weatherboard single storey dwelling dating from c 1898. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a typical workers' house in the Fremantle area. Constructed in 1898, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs.
22886	HOUSE, 12 THOMAS STREET	1897 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 THOMAS STREET, is a rendered masonry and tile single storey dwelling dating from c 1897. The place has aesthetic value for its contribution to the streetscape and the surrounding area. Constructed in 1897, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.

22887	HOUSE, 18 THOMAS STREET	1898	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 18 THOMAS STREET, is a weatherboard, brick and tile single storey dwelling dating from c 1898. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of a typical workers' house in the Fremantle area. The place is an example of the Federation Bungalow style of architecture. Constructed in 1898, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. Constructed in 1898, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of modest 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century and the adaptation of historic homes to modern needs.
NEW	HOUSE, 3 TRAFFORD STREET	1951/52	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 3 TRAFFORD STREET, is a rendered masonry single storey house dating from 1951/52. The place has aesthetic value for its contribution to the streetscape and the surrounding area. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle.
NEW	HOUSE, 6 TRAFFORD STREET	1925 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 6 TRAFFORD STREET, is a rendered masonry single storey house dating from c1915. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The modified dwelling is an example of an interwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 10 TRAFFORD STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 10 TRAFFORD STREET, is a weatherboard single storey house dating from c1914. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of an interwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 12 TRAFFORD STREET	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 12 TRAFFORD STREET, is a weatherboard single storey house dating from approximately c1950. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of a postwar cottage in South Fremantle. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class

NEW	HOUSE, 13 TRAFFORD STREET	1950 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 13 TRAFFORD STREET, is a weatherboard and tile single storey house dating from approximately c1950. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of a postwar cottage in South Fremantle. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class
NEW	HOUSE, 14 TRAFFORD STREET	1935 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 14 TRAFFORD STREET, is a weatherboard single storey house dating from c1914. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of an interwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 18 TRAFFORD STREET	1950 on	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 18 TRAFFORD STREET, is a weatherboard and tile single storey house dating from c1950. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of a postwar cottage in South Fremantle. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class
23261	HOUSE, 22 TRAFFORD STREET	1914	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 22 TRAFFORD STREET, is a limestone single storey house dating from c1914. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of an interwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
22891	HOUSE, 9 WALKER STREET	1945 or later	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 9 WALKER STREET, is a timber single storey house dating from approximately c1945. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of a postwar cottage in South Fremantle. This house represents the post-war expansion of Fremantle, a period marked by government and private efforts to address housing shortages. It provides insight into the practical and economic constraints that shaped domestic architecture in Western Australia during this time. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past. The place has aesthetic value for its contribution to the streetscape and the surrounding area. These elements contribute to the historical streetscape and the broader residential character of Fremantle. This dwelling reflects the suburban expansion of Fremantle, when economic growth and advances in transportation facilitated the development of modest worker and middle-class

NEW	HOUSE, 29 WALKER STREET	1940 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 29 WALKER STREET, is a weatherboard and tile single storey house dating from c1940. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of an interwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 34 WARDIE STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 34 WARDIE STREET, is a weatherboard, timber and steel single storey house dating from c1920. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The dwelling is an example of an interwar cottage in South Fremantle. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.
NEW	HOUSE, 36 WARDIE STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE,36 WARDIE STREET, is a weatherboard, timber and steel single storey house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 6 WESLEY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 6 WESLEY STREET, is a limestone brick, tile and lattice timber single storey house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The place is an example of the Victorian Georgian style of architecture. Constructed in 1900 with later additions reflecting the evolution of housing needs over time such as reroofing, the rear brick kitchen and lattice enclosing of the verandah during the 1990s, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its limestone and tile construction are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 7 WESLEY STREET	1920 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 7 WESLEY STREET, is a rendered masonry and timber single storey house dating from c1920. The place has aesthetic value for its contribution to the streetscape and the surrounding area. The place is an example of the Interwar Bungalow style of architecture. This dwelling reflects the suburban expansion of Fremantle, which included the expansion into Beaconsfield and Chesterfield, during the Inter-War period, when economic growth and advances in transportation facilitated the development of modest worker and middle-class housing. It provides insight into the living conditions and domestic architecture of the era. The house contributes to Fremantle's community identity, representing a period when the area saw increased residential development to accommodate a growing population. It remains significant as part of the city's evolving heritage and connection to its working-class past.

22896	HOUSE, 9 WESLEY STREET	1903 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 9 Wesley Street FREMANTLE is a single storey limestone and brick house with a bullnose verandah dating from c1903. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Constructed in 1903, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 11a WESLEY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	HOUSE, 11a Wesley Street FREMANTLE is an elevated single storey limestone and brick house dating from c1900. The place has aesthetic value for its contribution to the streetscape and the surrounding area. It is representative of the typical building stock located within the residential areas of Fremantle. It is historically significant as a representation of typical workers' houses in the Fremantle area. The place is an example of the Victorian Georgian style of architecture. Constructed in 1900, the house reflects the expansion of Fremantle during the late 19th century, a time when the Western Australian gold rush brought economic growth and increased settlement. Its weatherboard and stone construction and iron roofing are indicative of the resourceful building practices of the time, particularly in working-class and middle-class areas where accessible and durable materials were favoured. As an example of late 19th-century housing, it represents the daily lives of the working- and middle-class residents who contributed to the development of Fremantle. As part of Fremantle's historic urban fabric, the house contributes to the collective identity of the area. It reflects the residential styles of the late 19th century.
NEW	HOUSE, 17 WESLEY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	The former bakehouse at 17 Wesley, 19 Wesley and 8 Lefroy Road, and its associated history, are of historical, social, and industrial significance, representing the evolution of small-scale bakeries into larger commercial enterprises. The site is strongly linked to the McKenzie and Fletcher families, who played a vital role in Fremantle's local baking industry from the late 19th century until the mid-20th century. While the original bakehouse no longer remains, the high limestone and brick boundary wall is a remnant of the site's industrial past.
NEW	HOUSE, 19 WESLEY STREET	1900 c	No	No	Contributory	Add at Level 3	Add to Heritage List	The former bakehouse at 17 Wesley, 19 Wesley and 8 Lefroy Road, and its associated history, are of historical, social, and industrial significance, representing the evolution of small-scale bakeries into larger commercial enterprises. The site is strongly linked to the McKenzie and Fletcher families, who played a vital role in Fremantle's local baking industry from the late 19th century until the mid-20th century. While the original bakehouse no longer remains, the high limestone and brick boundary wall is a remnant of the site's industrial past.

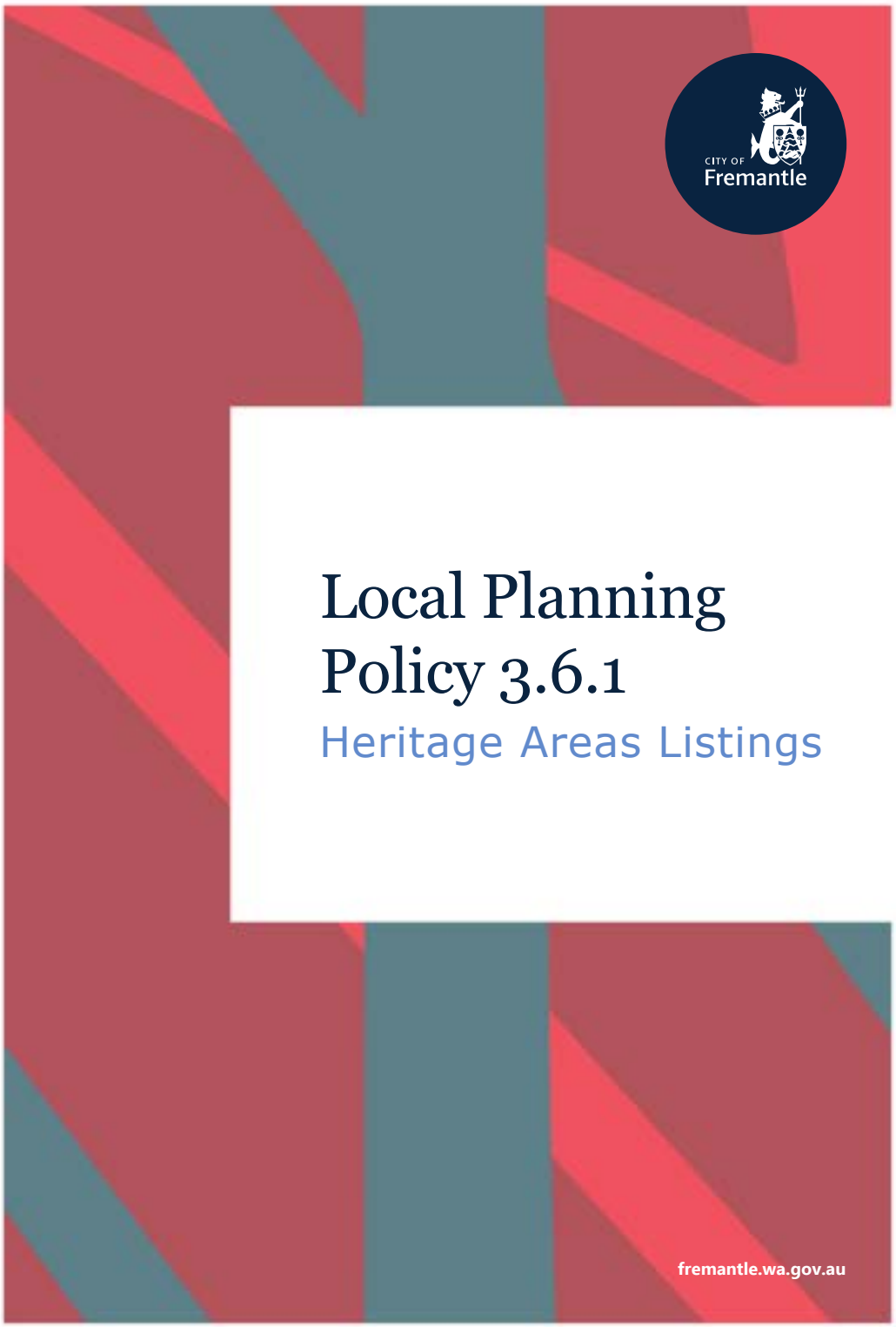
InHerit database #	Place Name	Current LHS category	Current HL status	Action - Heritage Area Contribut	Action - LHS	Action - Heritage List
20083	HOUSE (DEMOLISHED), 2 ADA STREET	Historic record only	Yes		Retain at Category 4	Remove from Heritage List
20085	HOUSE (DEMOLISHED), 4 ADA STREET	Historic site - recognise	Yes		Retain at Category 4	Remove from Heritage List
22910	HOUSE (DEMOLISHED), 11 AGNES STREET	Historic site - retain	Yes		Retain at Category 4	Remove from Heritage List
20178	HOUSE, 86 ATTFIELD STREET	3	Yes		Remove from LHS - Incorrectly addressed as Duplex 88 Attfiled Street	Remove from Heritage List - Incorrectly addressed as Duplex 88 Attfiled Street
20193	HOUSE, 114 ATTFIELD STREET	3	Yes		Remove from LHS	Remove from Heritage List
20228	HOUSE (DEMOLISHED), 1 BELMONT STREET	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
22954	HOUSE, 12 CHARLES STREET	3	Yes		Change from Level 3 to Level 4	Remove from Heritage List
20452	HOUSE, 28 CHARLES STREET	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
20455	HOUSE (DEMOLISHED), 17 CHESTER STREET	Historic/archaeological site	Yes		Retain at Category 4	Remove from Heritage List
20460	HOUSE (DEMOLISHED), 48 CHESTER STREET	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
20463	HOUSE (DEMOLISHED), 62 CHESTER STREET	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
22921	SITE OF TRANSPERTH BUS DEPOT, 2 CLONTARF ROAD	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
22920	HOUSE, 3 CLONTARF ROAD	No Category	Yes		Remove from LHS	Remove from Heritage List
22922	SITE OF MARKET GARDENS (FMR), CLONTARF ROAD	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
17065	1A CUREDALE STREET	3	Yes		Retain at Category 4	Remove from Heritage List - incorrectrly addressed 133 South St
17065	1A CUREDALE STREET	3	Yes		Retain at Category 4	Remove from Heritage List - incorrectrly addressed 133 South St
20543	LIMESTONE FEATURE(S), 14 DALY STREET	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
20569	SHOP & HOUSE (DEMOLISHED), 20-22 DOURO ROAD	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
20578	LIMESTONE FEATURE(S), 52 DOURO ROAD	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
20658	HOUSE (DEMOLISHED), 9 FRANCISCO STREET	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
20723	FREMANTLE TAFE (DEMOLISHED), 11-15 GROSVENOR STREET, BEACONSFIELD	3	Yes		Change from Level 3 to Level 4	Remove from Heritage List
20730	LIMESTONE FEATURE(S), 38 HALE STREET	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
20731	LIMESTONE FEATURE(S), 40 HALE STREET	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
24647	CHURCH MANSE, 162 HAMPTON ROAD	1B	Yes		Duplicate Record	Remove from Heritage List - duplicate record
22638	DUPLEX, 170 HAMPTON ROAD	2	Yes		Duplicate Record	Remove from Heritage List - duplicate record
20812	LIMESTONE FEATURE(S), 197 HAMPTON ROAD	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
20820	HOUSE (DEMOLISHED), 231 HAMPTON ROAD	3	No		Change from Level 3 to Level 4	Remove from Heritage List
22391	HOUSE (DEMOLISHED), 6 HICKORY STREET	3	Yes		Change from Level 3 to Level 4	Remove from Heritage List
21008	HOUSE (DEMOLISHED), 10 INVERLEITH STREET	Historic record only	Yes		Retain at Category 4	Remove from Heritage List

21037	HOUSE (DEMOLISHED), 31 JENKIN STREET	Historic record only	Yes		Retain at Category 4	Remove from Heritage List
21108	HOUSE (DEMOLISHED), 14 KING WILLIAM STREET	Historic/Archaeological Site	Yes		Retain at Category 4	Remove from Heritage List
21116	HOUSE (DEMOLISHED), 29 KING WILLIAM STREET	3	Yes		Change from Level 3 to Level 4	Remove from Heritage List
21160	HOUSE (DEMOLISHED), 3 LILLY STREET	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
21179	LIMESTONE FEATURE(S), 35 LILLY STREET	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
21180	LIMESTONE FEATURE(S), 37 LILLY STREET	Limestone feature(s)	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
21212	FREMANTLE SAILING CLUB (demolished), 2, 2A, 2b LLOUISA STREET	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
21272	HOUSE (DEMOLISHED), 170 MARINE TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22392	WAREHOUSES, 178 MARINE TERRACE	No Category	Yes		Change from Level 3 to Level 4	Remove from Heritage List
21274	COMMERCIAL BUILDING/WAREHOUSES, 230 MARINE TERRACE	3	Yes		Change from Level 3 to Level 4	Remove from Heritage List
21275	HOUSE (DEMOLISHED), 238 MARINE TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
21606	SITE OF FORMER STABLE, 4 REUBEN STREET	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
21612	HOUSE (DEMOLISHED), 2 ROSE STREET	3	Yes		Retain Level 4	Remove from Heritage List
22983	HOUSE (DEMOLISHED), 28 SCOTT STREET	3	Yes		Change from Level 3 to Level 4	Remove from Heritage List
NEW	HOUSE, 6 SILVER STREET	3	Yes		Change from Level 3 to Level 4	Remove from Heritage List
21834	HOUSE, 161 SOLOMON STREET – entry relates to 46 McCleery	3	Yes		Remove from LHS	Remove from Heritage List
21938	BUILDING (DEMOLISHED), 1-5 SOUTH STREET	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
21883	LIMESTONE FEATURE(S), 71 SOUTH STREET	Historic/Archaeological Site	Yes		Change from Limestone feature(s) to Level 4	Remove from Heritage List
22063	SITE OF WESLEYAN CHURCH & HALL, 255-257 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22012	SHOP & HOUSE [FMR], 270-272 SOUTH TERRACE	3	Yes		Retain Level 4	Remove from Heritage List
22014	HOUSE [DEMOLISHED], 274 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22022	COMMERCIAL BUILDING (DEMOLISHED), 309 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22023	DUPLEX (DEMOLISHED), 329 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
24831	DUPLEX (DEMOLISHED), 331 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
24836	COMMERCIAL BUILDING (DEMOLISHED), 333 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22064	FACTORY (DEMOLISHED), 342 SOUTH TERRACE	2	Yes		Retain Level 4	Remove from Heritage List
22039	HOUSE (DEMOLISHED), 416 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22045	HOUSE (DEMOLISHED), 430 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22046	DUPLEX (DEMOLISHED), 432 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22047	DUPLEX (DEMOLISHED), 434 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22052	CHALMERS AND BROWN FOUNDRY (site), 444 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List
22053	HOUSE (DEMOLISHED), 446 SOUTH TERRACE	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List

22276	SITE OF FORMER PUMPING SHED, 38B WARDIE STREET	Historic/Archaeological Site	Yes		Retain Level 4	Remove from Heritage List

InHerit database #	Place Name	Const'n date	Current LHS category	Current HL status	Action - Heritage Area Contributory	Action - LHS	Action - Heritage List
20092	DUPLEX, 2 AGNES STREET	1905 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
23318	DUPLEX, 4 AGNES STREET	1905 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20181	HOUSE, 91 ATTFIELD STREET	1920 c	3	Yes	Contributory	Change from Limestone feature to Level 3	Retain on Heritage List
NEW	STABLE (fmr) and HOUSE, 116 ATTFIELD STREET & 37 LILY STREET	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20194	HOUSE, 118 ATTFIELD STREET	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20195	DUPLEX, 126 ATTFIELD STREET	1905 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20197	DUPLEX, 128 ATTFIELD STREET	1905 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20447	HOUSE, 17 CHARLES STREET	1891	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
22923	CLONTARF HILL	0	Landscape	Yes	Contributory	Change from Landscape to Level 3	Retain on Heritage List
20568	BARTHOLOMEW DALY'S STABLES (fmr) [17 Douro Road]	1902	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20654	GOLD STREET PARK, FRANCISCO STREET	0	Landscape	Yes	Contributory	Change from Landscape to Level 3	Retain on Heritage List
20777	HOUSE & FORMER FORGE, 117 - 121 HAMPTON ROAD	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20779	HOUSE, 123 HAMPTON ROAD	1940 c	Limestone feature(s)	Yes	Contributory	Change from Limestone feature to Level 4	Remove from Heritage List
20781	HOUSE, 125 HAMPTON ROAD	1900 c	Limestone feature(s)	Yes	Contributory	Change from Limestone feature to Level 3	Retain on Heritage List
20782	COMMERCIAL BUILDING, 127 HAMPTON ROAD	1898	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20789	HOUSE, 135 HAMPTON ROAD	1895	Limestone feature(s)	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20794	DUPLEX, 147 HAMPTON ROAD	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20795	DUPLEX, 149 HAMPTON ROAD	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20807	HOUSE, 176 HAMPTON ROAD	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20808	COMMERCIAL BUILDING, 178a & 178b HAMPTON ROAD	1898	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
20819	HOUSE, 222 HAMPTON ROAD	1917	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
21102	FLORENCE PARK, KING WILLIAM STREET (cnr Marine Tce)	1931	Landscape	Yes	Contributory	Change from Level 3 to Level 2	Retain on Heritage List
21106	HOUSE, 12 KING WILLIAM STREET	1960 c	Historic/Archaeological	Yes	Contributory	Change from Level 4 to Level 3	Retain on Heritage List
21113	LIMESTONE FEATURE(S), 21 KING WILLIAM STREET HOUSE	1940 c	Limestone feature(s)	Yes	Contributory	Change from Limestone Feature to Level 3	Retain on Heritage List
21155	LIMESTONE FEATURE, 20 LEFROY ROAD	0	Limestone feature(s)	Yes	Contributory	Change from Limestone Feature to Level 3	Retain on Heritage List
21210	HOUSE, 2 LLOYD STREET incorrect numbering - should be two separate entries - 16 & 18 Parmelia Street	Not demolished	3	Yes	Contributory as 16 and 18 Parmelia Street	Retain Level 3 as 16 and 18 Parmelia Street - incorrect numbering	Retain on HL as 16 and 18 Parmelia Street

22389	HOUSE, 5 LLOYD STREET	1921	2	Yes	Contributory	Change from Level 2 to Level 3	Retain on HL
22795	HOUSE, 20 MARTHA STREET	1950 c	No	Yes	Contributory	Add at Level 3	Retain on Heritage List
21299	HOUSE, 38 MCCLEERY STREET	1900 c	Limestone features	Yes	Contributory	Change from Limestone Features to Level 3	Retain on HL
21822	HOUSE, 137 SOLOMON STREET	1927	Limestone features	Yes	Contributory	Change from Limestone Feature to Level 3	Retain on HL
21843	HOUSE, 13 SOUTH STREET	1900	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
21971	DUPLEX, 185 SOUTH TERRACE	1904	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
21973	DUPLEX, 187 SOUTH TERRACE	1904	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
23001	COMMERCIAL BUILDING, 227-229 SOUTH TERRACE	1899	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
21995	COMMERCIAL BUILDING, 231-233 SOUTH TERRACE	1940 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22000	THE MEETING PLACE' COMMUNITY CENTRE, 245 SOUTH TERRACE	1896	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22005	DUPLEX, 259 SOUTH TERRACE	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22007	DUPLEX, 261 SOUTH TERRACE	1900 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22010	HOUSE, 267 SOUTH TERRACE	1899	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22011	HOUSE, 269 SOUTH TERRACE	1898	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22013	HOUSE, 273 SOUTH TERRACE	1901	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22015	DUPLEX, 276 SOUTH TERRACE	1899	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22016	DUPLEX, 278 SOUTH TERRACE	1899	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22019	DUPLEX, 298 SOUTH TERRACE	1898	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22020	DUPLEX, 300 SOUTH TERRACE	1898	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22024	COMMERCIAL BUILDING (DEMOLISHED), 335 SOUTH TERRACE NOT DEMOLISHED	1935	Historic Record Only	Yes	Contributory	Change from Historic Record to Level 3	Retain on HL
22025	COMMERCIAL BUILDING (DEMOLISHED), 337 SOUTH TERRACE NOT DEMOLISHED	1935	Historic/Archaeological Site	Yes	Contributory	Change from Historic/Archaeological Site to Level 3	Retain on HL
22029	DUPLEX, 350 SOUTH TERRACE	1898 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
23368	DUPLEX, 352 SOUTH TERRACE	1898 c	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22042	HOUSE, 422 SOUTH TERRACE	1926	3	Yes	Contributory	Change from Level 3 to Level 2	Retain on HL
22154	HOUSE, 10b SYDNEY STREET	1900 c	2	Yes	Contributory	Change from Level 2 to Level 3	Retain on HL
22167	HOUSE, 25 THOMAS STREET	1960 c	Limestone feature(s)	Yes	Contributory	Change from Limestone Feature to Level 3	Retain on HL
22271	SITE OF FORMER MILLS & WARE FACTORY-SHED, 5 WARDIE STREET	Demolished	Historic/Archaeological Site	Yes		Change from Historic/Archaeological Site to Level 4	Retain on HL
6759	FOUR HOUSES, ADA STREET		3	None		Remove from Local Heritage Survey	
5490	ATTFIELD STREET PRECINCT		None	None		Remove from Local Heritage Survey	


CITY OF
Fremantle
Local Planning Policy 3.6.1
Heritage Areas Listings
fremantle.wa.gov.au

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Local Planning Policy 3.6.1: Heritage Areas Listings

Citation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This policy may be cited as Local Planning Policy 3.6.1 – Heritage Areas Listings (LPP 3.6.1).

Introduction

The *Planning and Development (Local Planning Schemes) Regulations 2015*, Schedule 2 – Deemed provisions for local planning schemes, clause 9, sets out that a heritage area designation is to be accompanied by a local planning policy setting out:

- a map of each heritage area;
- a statement of significance for each heritage area; and
- a record of places of heritage significance in each area.

This Policy is intended to fulfill the above statutory requirements for all designated heritage areas within the City of Fremantle.

Contributory Places

Places within heritage areas can be defined as either 'contributory' or 'non-contributory' to the significance of the area. A contributory property may or may not also be individually listed on the City's Heritage List.

Contributory places are determined by Council having due regard to an assessment against the criteria of the Burra Charter and may include representative examples of a place type, period or style of places which contribute to the streetscape; and/or one which combines with other related places to demonstrate the historic development of a heritage area.

This Policy does not identify properties for their individual significance and the appendices generally exclude individual properties that are on the State heritage register.

Where mapping of contributory places has not been undertaken for a Heritage Area, or has not been completed due to the inaccessibility of the site or the inability to fully reveal the existence of potential fabric of cultural significance, this will be assessed upon receipt of a planning application.

For built form and design guidance within heritage areas, refer to Local Planning Policy 3.6: Heritage-Protected Places Built Form and Land Use (LPP 3.6).

Objective

The objective of this policy is to preserve the cultural heritage significance of heritage areas within the local government area by setting out a map and a statement of significance for each heritage area, as well as identifying properties that contribute to the significance of each area.

Application of this Policy

This policy applies to all area within the Scheme and identifies the map, the statement of significance, and sets out the contributory properties (where known) for each designated heritage area. General built form controls and design guidance for properties within heritage areas are available in Local Planning Policy 3.6: Heritage-Protected Places Built Form and Land Use (LPP 3.6).

The following areas have been designated heritage areas:

1. Arthur Head
2. Cantonment Hill
3. Fremantle Museum & Arts Centre
4. Victoria Quay
5. Memorial Reserve
6. Central Fremantle
7. Convict Establishment
8. Fothergill Street
9. Hilton Garden Suburb
10. Holland and Forrest Street
11. Howard Street
12. Inner Harbour
13. North Fremantle
14. Ord and Bateman Streets
15. Ord Street
16. South Fremantle
17. West End

The boundaries of these areas and a statement of significance for each is set out below. Statements of Significance are derived from Conservation Management Plans and/or State Register of Heritage Places Assessment Documentation where applicable, and City of Fremantle Local Heritage Survey documentation.

The list of contributory properties for each area (where such work has been carried out) are provided in the Appendices of this Policy.

Policy Provisions

1. Arthur Head Heritage Area

Statement of Significance

The Arthur Head Reserve, a natural and culturally modified landscape and historic townscape with historic features related to all periods post European contact to the present day, both on the land and in the adjacent waters, has cultural heritage value for the following reasons:

Primary Significance

- as a remnant of coastal limestone feature, originally separated from the mainland by ancient channels of the Swan River and built up of windblown sand on top of a fossil coral reef, Arthur Head Reserve is a feature of great geological and scientific significance, unique in Australia;
- the Round House, as a component of Arthur Head Reserve, is of exceptional significance as the first permanent public building constructed in the Swan River

Colony. As the earliest gaol in Western Australia, it is the benchmark of the evolution of the State's penal system;

- Bathers Bay is of high historic value as an early landing and immigration point for Western Australia. The first Western Australian settlement was positioned adjacent to this beach;
- the landform has considerable significance to the south-west Indigenous (Nyungar) community as an integral part of the mythological interpretation of the landscape. It was an important place of early interaction between Aborigines and British colonists, with the Round House being of particular importance as the site of incarceration of Indigenous prisoners, including Yagan;
- Arthur Head Reserve has high aesthetic significance as a collective experience of important periods of successive development in relation to the natural marine and cultural terrestrial environment;
- Arthur Head Reserve and its highland have considerable significance as a focal point in the design and layout of the City of Fremantle, with the Round House and cliff formation being a dominant landmark;
- the archaeological and visible elements of the Whaling Station at Arthur Head demonstrate the history of Western Australia's former primary industries of whaling and sealing, which greatly contributed to the development of the Swan River Colony. The Whalers' Tunnel is of exceptional significance as the State's first underground engineering construction project and only tunnel,
- until the 1895 Jane Brook railway tunnel; the history of Arthur Head Reserve reflects directly the history of Fremantle and those components of the history of Western Australia which relate to settlement, colonial government, administration, law and penal, early industrial development, port development, signalling, freight transport and handling, and Commonwealth defence;
- the Pilots' Cottages are of considerable significance as a group of purpose built residences in the Federation Bungalow style of architecture, representing the pilot services for the early Port in Fremantle; the structures and archaeological deposits associated with the Arthur Head Battery are of considerable significance as a group of elements that represent the development of defence services from 1905 to the 1940s;
- the Kerosene Store together with the Sea Wall and the Long Jetty piles are of considerable significance as the only visible structures that remain from the original focus of port activities on the southern end of the site, and are vital in retaining a sense of this preceding context;
- Arthur Head Reserve has considerable significance for its association with the early maritime, navigational and defence facilities located at the site. All important navigational aids for the Port of Fremantle stood on this headland site until the turn of the 19th century;

- the built fabric of the Arthur Head Reserve has considerable significance for its close associations with Captain James Stirling, Henry William Reveley, Surveyor-General J.S. Roe, James Austin, Hilson Beasley, The Rt. Hon. John Forrest, and Hon. Sir Walter Hartwell James, all of whom were involved with the early design and development of the area;
- Arthur Head Reserve contributes to the Western Australian community's sense of place as a readily identifiable and easily accessible site that helps tell a story about the settlement of the Swan River Colony. It plays a major part in the traditional and contemporary identity of Fremantle, and the number of visitors to the site are testimony to the high regard held for the place by the local and wider population of the State; and

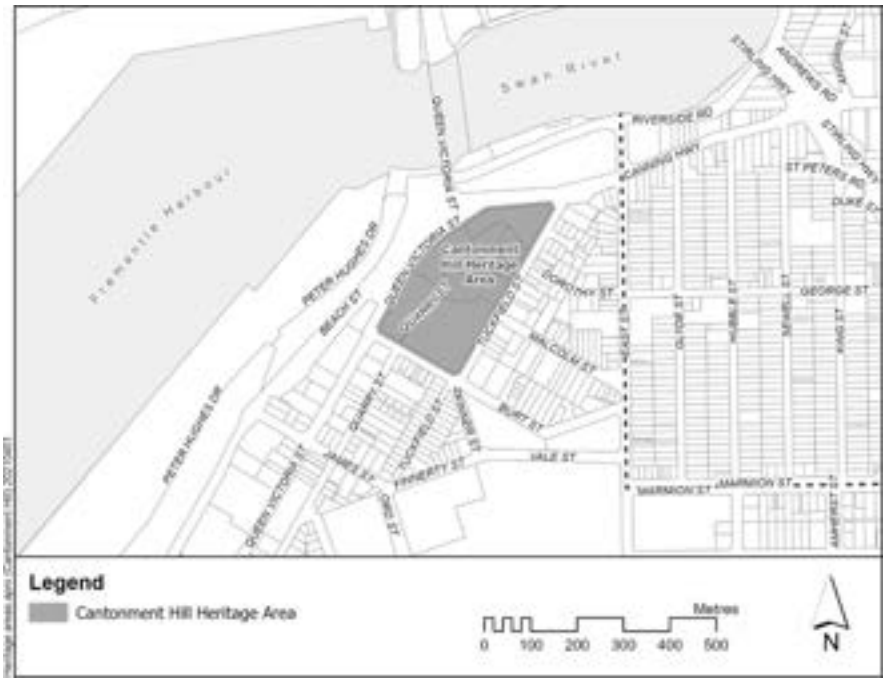
Secondary Significance

- J Shed has some significance for its association with the adjacent early development of Port activities at Victoria Quay and because it marks the site of the last period of extensive quarrying of the cliff landform of the Arthur Head Reserve.
- Conservation, restoration, stabilisation and heritage interpretation works to buildings, structures and the landscape of Arthur Head Reserve contribute to the significance of the place through improved amenity and presentation, thus providing a greater understanding and appreciation of the historic site and its heritage significance.
- Bathers Beach is a rare example of a reconstructed 1870s beach in close proximity to a city centre.
- Stabilisation works to the Whalers' Tunnel and cliff faces were undertaken through the innovative adaptation of mainstream mining technology to stabilise the limestone tunnel and to reveal the original surface presentation of a section of the tunnel adding to the area's scientific values.

Area Specific Development Guidance refer:

- Arthur Head Strategy Plan DGF5
- Arthur Head (west of High Street) DGF6
- Arthur Head Conservation Plan

2. Cantonment Hill Heritage Area



Statement of Significance

Cantonment Hill Heritage Area has cultural heritage significance for the following reasons:

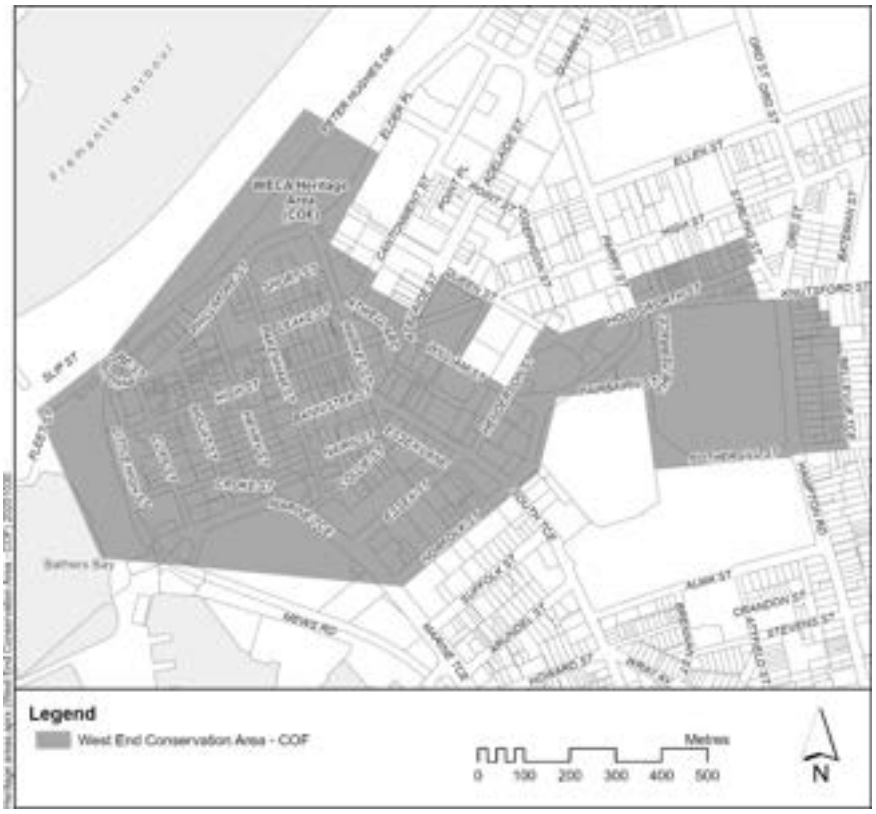
- the association with the defence of Fremantle Harbour, and with the early defence efforts of the Commonwealth following Federation in 1901;
- the place has historic value in its associations with the quarrying of limestone in the early years of Fremantle's development, with the story of the development of the State's military history and the development of professional military forces in Western Australia following Federation, and with the development of a national coastal defence system prior to World War II;
- the place has aesthetic value in its topography, its plantings, and in the buildings and spaces created mainly by Hillson Beasley in his original concept of 1911, together with the subsequent buildings outside the immediate army precinct, including the Navy Store and the former Fremantle Harbour Signal Station;
- the former Fremantle Harbour Signal Station and the Naval Store are Fremantle landmarks for everyone approaching the city from the north;

- the association with the Army Museum of WA and its significant collection which is housed within the complex;
- the Artillery Barracks building group, which remains as a major, intact, extant marker of the Coastal Defences of Fremantle for the period between 1910-63 following the dismantling or removal of many elements of Coastal Defence; and
- it is associated with the life and development of Fremantle and contributes to the sense of place of Fremantle and its people by its long-standing establishment and landmark qualities.

Area Specific Development Guidance refer:

- Fremantle Artillery Barracks and Cantonment Hill Reserve DGF 30

3. Central Fremantle Heritage Area (Former West End Conservation Area)



Statement of Significance

Central Fremantle Heritage Area (Former West End Conservation Area), including a substantial portion of the central area of Fremantle and occupying a partially triangular site with its apex at Arthur Head, the northern boundary formed by the Inner Harbour extending to include the Fremantle Train Station, the south-west boundary being the Indian Ocean and the Fishing Boat Harbour, the base of the triangle to the east formed by Kings Square and the limestone ridge and extended to include the Fremantle Prison and sites along Bellevue Terrace, has cultural heritage significance for the following reasons:

- It is a cohesive townscape formed by both natural and man-made features. Within the boundaries the city centre is identifiable from several vantage points as a cohesive whole. The Town Centre is a precinct of considerable significance within the Central Fremantle Heritage Area (Former West End Conservation Area) because it retains the original town plan for Fremantle relatively intact and a number of significant buildings

dating from the early to mid-twentieth century. Developed according to the 1829 survey by Surveyor General John Septimus Roe, with the street layout east of Market Street running approximately parallel with the original shoreline. Central to this area were two main squares - King's Square and Queen's Square located in the alignment of High Street;

- Arthur Head and Esplanade is a precinct of exceptional significance within the Central Fremantle Heritage Area (Former West End Conservation Area) because it contains the site of first settlement in the Swan River colony and the first law and order buildings. It also contains the site of the colony's first port.
- The Arthur Head and Esplanade precinct comprises the Round House, constructed in 1830-31 and designed by Henry Willey Reveley, an architect and Civil Engineer to the Colony, and associated buildings at Arthur Head. The Esplanade is the site of the first jetty, built 1830;
- The Old Port City is a precinct of exceptional significance within the Central Fremantle Heritage Area (Former West End Conservation Area) because it has been recognised as the core of commercial activity associate with Fremantle as a port city from the time of earliest settlement, it contains a high concentration of former warehouse and industrial buildings dating from the late nineteenth and early twentieth century and as such continues to provide a rare and intact example of an industrial urban centre in Western Australia.
- The area has changed over time however and currently features a predominance of buildings dating from the gold boom of the 1890s to the 1910s. These buildings were mainly constructed as warehouses, commercial premises, hotels and boarding houses associated with the shipping industry, and replaced the cottages and terraces that had previously characterised the area. After experiencing a resurgence of popularity in the 1970s and '80s and America's Cup preparations, when the area was characterised by restaurants and other places of entertainment, a significant proportion of the area is now owned and used by Notre Dame University;
- The Convict Establishment is a precinct of exceptional significance within the Central Fremantle Heritage Area (Former West End Conservation Area) because it covers the area of the original land grant provided for convict purposes in the 1850s. Over time the area was developed for the Convict Establishment, subsequently Fremantle Prison, the Fremantle Police Station and Court House, the Fremantle Hospital and Fremantle Oval. All these places are considered to be of State significance in their own right;
- The convicts were integral to the development and survival of Fremantle and the Swan River Colony and constructed public buildings, roads, bridges, and water systems. On the 40-acre convict grant, the convicts built the prison and houses for the prison hierarchy including 'The Knowle' for Superintendent Henderson (still standing in the grounds of the Fremantle Hospital complex). They went on to build the commissariat stores, the lunatic asylum, the police station, the barracks, the warders' cottages, the boys' school, and Fremantle bridge;

- The Fremantle Port is a precinct of exceptional significance within the Central Fremantle Heritage Area (Former West End Conservation Area) because it includes the Fremantle harbour, designed by C Y O'Connor and built from 1894–96, Victoria Quay and the associated warehouse area that developed between the harbour and the town centre in the early decades of the Twentieth Century.

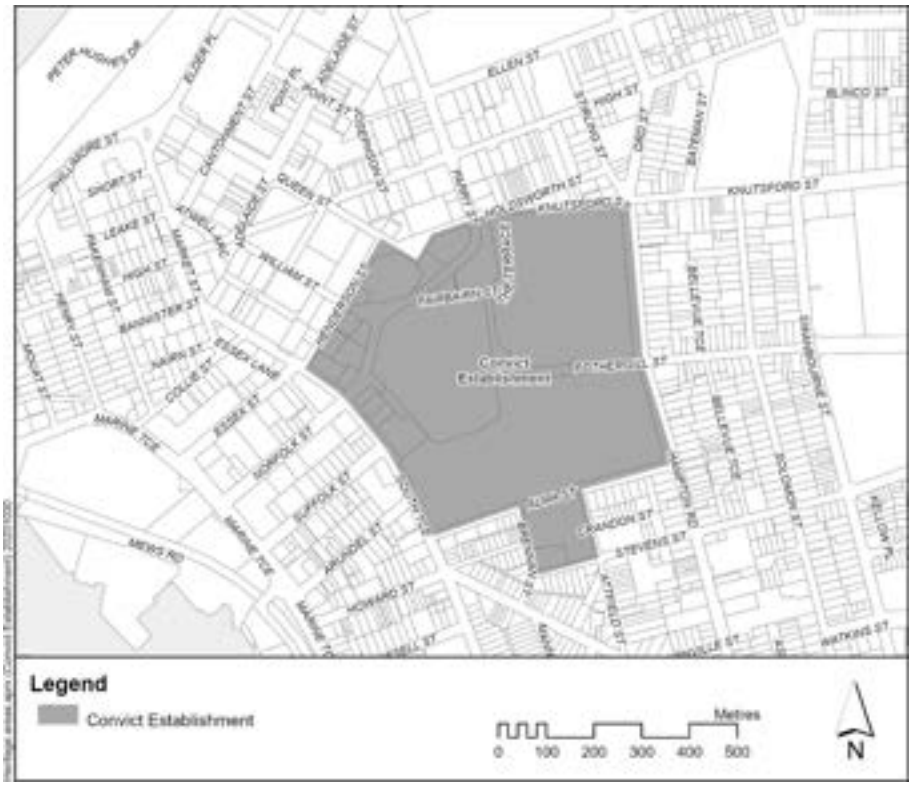
It is noted that the Central Fremantle Heritage Area (Former West End Conservation Area) contains:

- the State Heritage Listed West End Heritage Area
- Arthur Head Heritage Area
- Portion of the Convict Establishment Heritage Area.

Area Specific Development Guidance Refer:

- Policies and Conservation Plans applicable to sub-areas including:
  - West End Heritage Area
  - Arthur Head Heritage Area
  - Convict Establishment Heritage Area
  - Precinct 5 Local Planning Policy

4. Convict Establishment Area



Statement of Significance

The Convict Establishment is a precinct of exceptional significance for the following reasons:

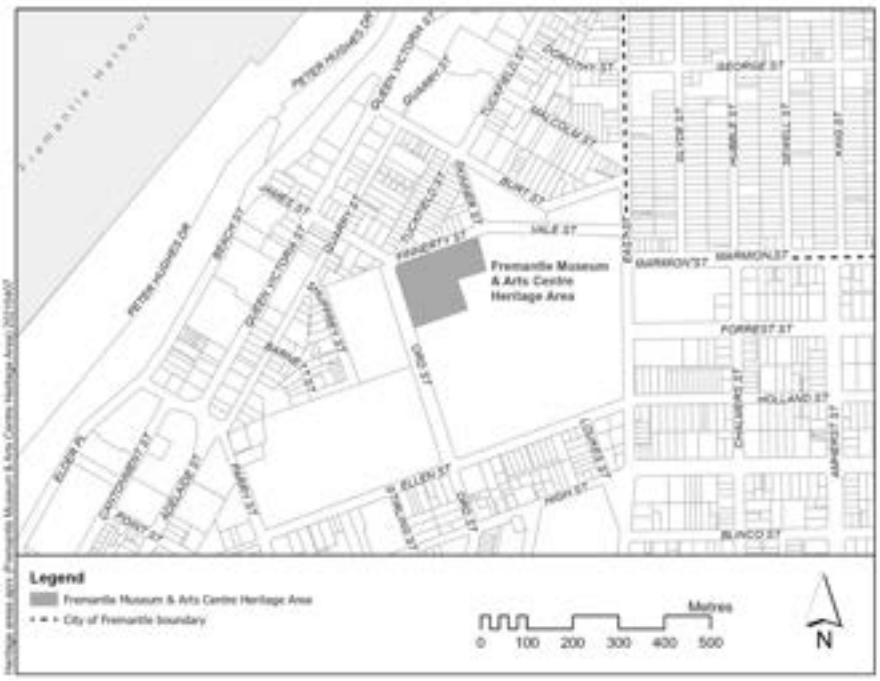
- It covers the area of the original land grant provided for convict purposes in the 1850s and developed in a different form to the rest of Fremantle. It was walled with open green spaces and gardens and buildings in the round, rather than street fronting buildings;
- Initially including the Fremantle Prison, The Knowle, the Fairbairn Street Ramp, Barrack's Field (Fremantle Oval), Pensioner Barracks (now demolished), the Warder's Cottages and remnant sections of boundary walls and archaeological sites (all part of the Convict Establishment);
- The Convict Establishment area further provides a zone that contributes to the World Heritage Listed elements;

- During the Gold Rush era (and after the land was handed to the Colonial Government) it was subdivided to allocate land for civic and community purposes to meet the needs of the rapidly expanding population of Fremantle. This period saw the construction of Fremantle Police Station and Court House, the Fremantle Hospital, Fremantle Markets, Artillery Drill Hall, Scot's Church, the Fremantle Synagogue and Fremantle Oval and the Victoria Pavilion;
- The former Alma Street Cemetery is included in the curtilage;
- The establishment is the most intact such complex in Australia. The prison and the Convict Establishment is the outstanding symbol of the period in which Western Australia was developed using convict labour and it is a memorial to the design and supervision of the royal engineers including Jebb (surveyor general of the [English] prisons, Henderson (comptroller general of convicts), Wray (acting comptroller general), Manning (clerk of works in the royal engineer office) and to the work of the sappers and miners, artisan pensioners and, not least, the prisoners;
- The association of the persons who left their mark in its fabric or made an impact on its discipline and reputation, in particular, the governors Fitzgerald and Hampton; and, superintendents Lefroy, Stone, George and Hann; as well as the prisoners;
- The austere and monumental quality of the longest and tallest cell range in Australia set in a precinct characterised by a homogeneity of form, materials, texture and colour make it a landmark feature of Fremantle.

Area-Specific Development Guidance refer:

- Fremantle Prison Conservation Plan
- Victoria Pavillion Conservation Plan
- Fremantle Markets Conservation Plan

5. Fremantle Museum and Arts Centre Heritage Area



Statement of Significance

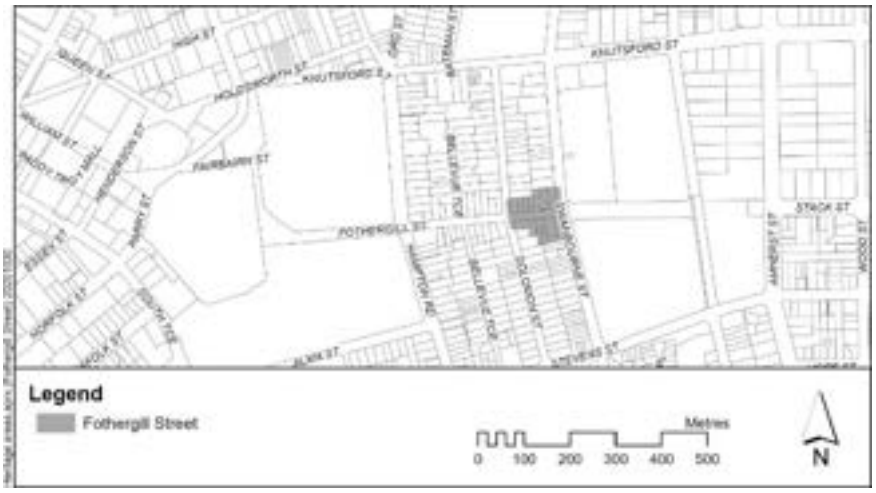
The Fremantle Museum and Arts Centre complex has cultural significance for the following reasons:

- it has historic significance as a major demonstration of the building program undertaken in the colony during the convict era;
- it has strong associations with the treatment of mental health and women in 19th century colonial society;
- it is an outstanding local example of colonial gothic architecture, demonstrating the design capabilities of E.Y.W. Henderson and George Temple Poole;
- it has social significance as the first major restoration project in Western Australia; and
- the place is held in high regard for its colonial architecture and its more recent use as a focal point for cultural activities in Fremantle.

Area-Specific Development Guidance refer:

- Fremantle Arts Centre Conservation Plan

6. Fothergill Street Heritage Area



Statement of Significance

Fothergill Street Precinct, a streetscape comprising 11 residences and a vacant lot in Fothergill Street, Fremantle, between Solomon Street and Swanbourne Street, the majority of which were constructed in the decade 1898-1908, of limestone and brick with iron roofs, has cultural heritage significance for the following reasons:

- the houses and streetscape of the historic precinct have a strong collective and visually cohesive aesthetic presence, reflecting a narrow range of late nineteenth and early twentieth century architectural styles and palette of materials that form a significant streetscape;
- as an almost complete example of an early twentieth century streetscape, the historic precinct is a good historical record of how Western Australians lived in the early years of the twentieth century, and the way in which the residences of the elite, the middle class and the working class existed side by side in that period;
- the historic precinct demonstrates changing demographics, the need for replacing deteriorating material, changing technology, and changes in lifestyle without the loss of the overall Federation period character;
- the historic precinct reflects a pattern of development whereby pressures for higher density development led to the area's decline, and the subsequent removal of this pressure saw significant conservation and development of the area; and
- residents of the historic precinct, Sir Henry Briggs, Edith Higham and her husband, J. J. Higham; and George Henderson and George Thorpe, who built five of the residences at the north side of the street, and Frederick Instone, who built 30 Solomon Street, are all significant Fremantle figures.

7. Hilton Garden Suburb Heritage Area

Statement of Significance

The "Hilton Garden Suburb Precinct" Heritage Area is of cultural heritage significance within the City of Fremantle for the following reasons:

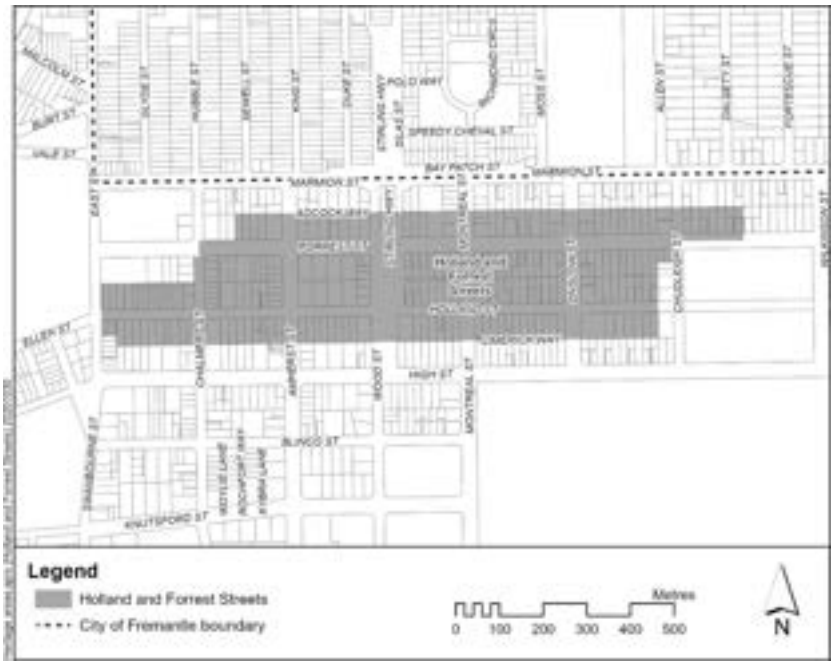
- as an example of a substantially intact 'Garden Suburb' dating from the immediate post World War II period and characterised by its curvilinear road layout, parks, large and irregular shaped lots.

- It has historical value as an area developed by the State Housing Commission to provide affordable housing at a time of increased housing demand in Australia, particularly to house new arrivals: returned servicemen and immigrants. It also has historical significance for its association with the importation of prefabricated homes from Austria and for the timber homes designed by prominent architect Marshall Clifton.
- Hilton has aesthetic value for its parks, streetscapes, mature trees, areas of indigenous vegetation and birdlife. Its stock of relatively intact modest housing, including both timber and brick cottages, set on large lots, many with mature trees and gardens, contribute to the ambiance of the area and create a distinct and cohesive streetscape character.
- It has social value to the people who live there for the range of community facilities provided and the diversity of the local community including private owners, Department of Housing tenants, elderly people and families.

Development Guidance refer:

- Local Planning Policy 3.6: Heritage-Protected Places Built Form and Land Use

8. Holland and Forrest Streets Heritage Area



Statement of Significance

Holland and Forrest Streets Heritage Area is significant as an area located to the immediate east of the City of Fremantle with a history of settlement dating back to the mid nineteenth century. The area has cultural heritage significance for the following reasons:

- its concentration of mainly modest workers accommodation dating from the gold boom era through to the beginning of WWI;
- containing an excellent representation of all three phases of government subsidised housing in Western Australia by the State and Commonwealth during the first half of the twentieth century: early 1913/14 WHB housing (pre-WWI), 1920s War Service Homes houses and later 1930s/40s WHB houses (inter-war/pre-WWII); and,
- its expansion into Beaconsfield in the 1930s and the subsequent working class residential development of these areas.

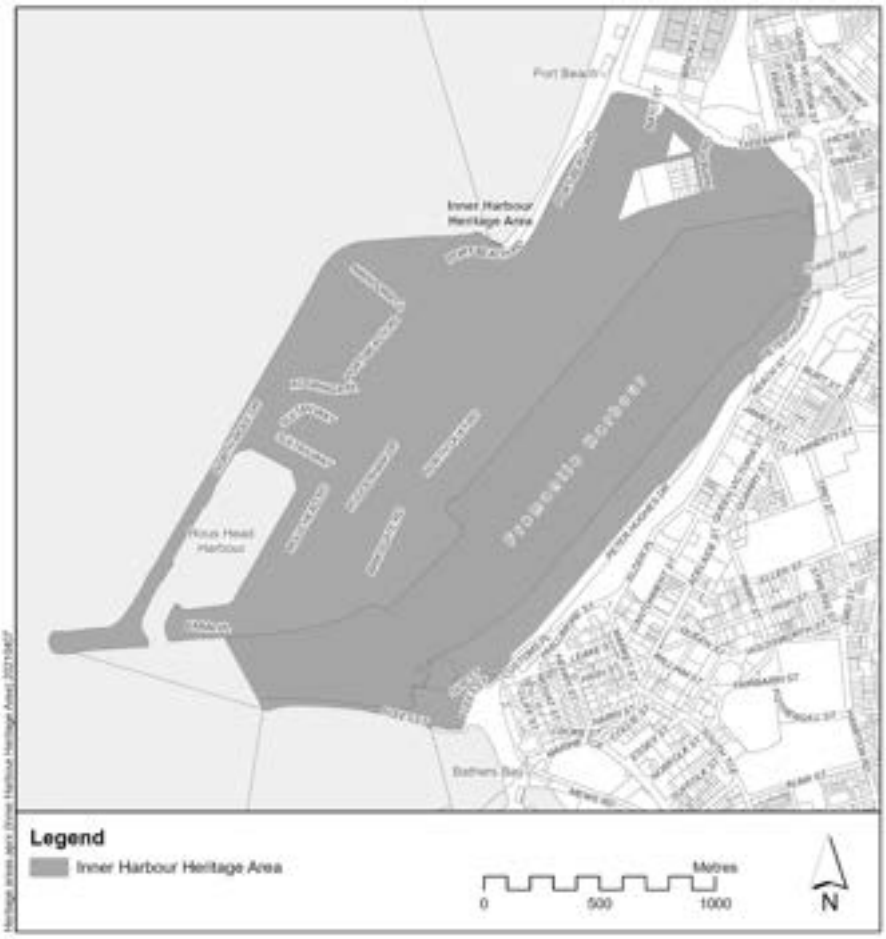
9. Howard Street Heritage Area

Statement of Significance

The Howard Street Heritage Area, comprising one and two storey residences, has cultural heritage significance for the following reasons:

- It demonstrates the residential evolution of Fremantle with one and two storey residences constructed from the 1890s to the post war period;
- It demonstrates the architectural influence both in new construction of the time and the overlay on earlier residences that the European Migrants (particularly in the Post War period) bought from their homelands.

10. Inner Harbour Heritage Area



Statement of Significance

Fremantle Inner Harbour has played a fundamental role in the broader context of development of the Australian nation and is significant for the following reasons:

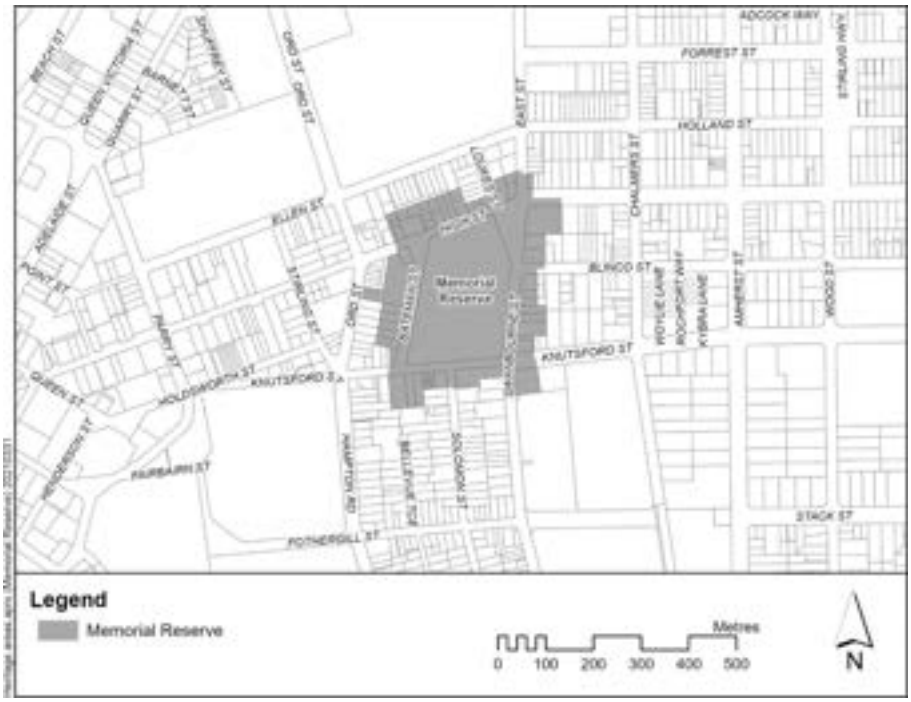
- The Fremantle Inner Harbour is one of the most intact - and still working 19th century industrial ports, with direct linkages to a port town in Australia and internationally;
- The Fremantle Inner Harbour was the main strategic port for Allied Forces during World War II in the southern hemisphere and as such played an integral role in Australia's and the Allies defence operations;

- The Fremantle Inner Harbour was the point of entry for hundreds of thousands of people who arrived in Australia as part of the massive post World War II immigration program undertaken by the Commonwealth Government;
- Since its major redevelopment in the 19th century, the Fremantle Inner Harbour has provided employment for many thousand of `wharfies' and `lumpers' who not only made significant contribution to the development of Fremantle but also formed part of what is now the Maritime Union of Australia; one of the strongest and most organised unions in the history of Australia;
- The Fremantle Inner Harbour was the first of the major breakwater ports in Australia and has been recognised by Engineers Australia (formerly The Institution of Engineers, Australia) as a National Historical Engineering Landmark for its innovative design, technological achievement and contribution to the engineering profession; and
- The development of the Fremantle Inner Harbour saw it become known nationally and internationally as the Western Gateway into the Australian nation (extracted from Australian Heritage database for nomination of National Listing).

Area Specific Development Guidance refer:

- Victoria Quay Conservation Plan
- Victoria Quay Commercial Precinct Plan
- Planning Policy for the West End of Victoria Quay DGF26

11. Memorial Reserve Heritage Area



Statement of Significance

Memorial Reserve, Fremantle, comprising the prominent hill overlooking Fremantle, eleven memorial structures and landscaping and planting used both as parklands and as a place of remembrance, and dwellings facing the Reserve, has cultural heritage significance for the following reasons:

- the place, together with Fort Clarence, Albany, and Kings Park, is one of the three most impressive monumental war memorials in Western Australia; since the 19th century, the place has been a popular lookout and beauty spot for both locals and visitors of Fremantle;
- the place is one of the most significant landmarks within Fremantle; the place is held sacred by many people, including members of various ex-service organisations associated with the place, and since the erection of the Fallen Sailors' and Soldiers' Memorial in 1929 the place has been the chosen site both for various memorials commemorating other wars and for many commemorative ceremonies;
- the complete panorama (and the view of Fremantle and Gage Roads in particular) afforded from the place, its urban parkland containing mature trees and open spaces,

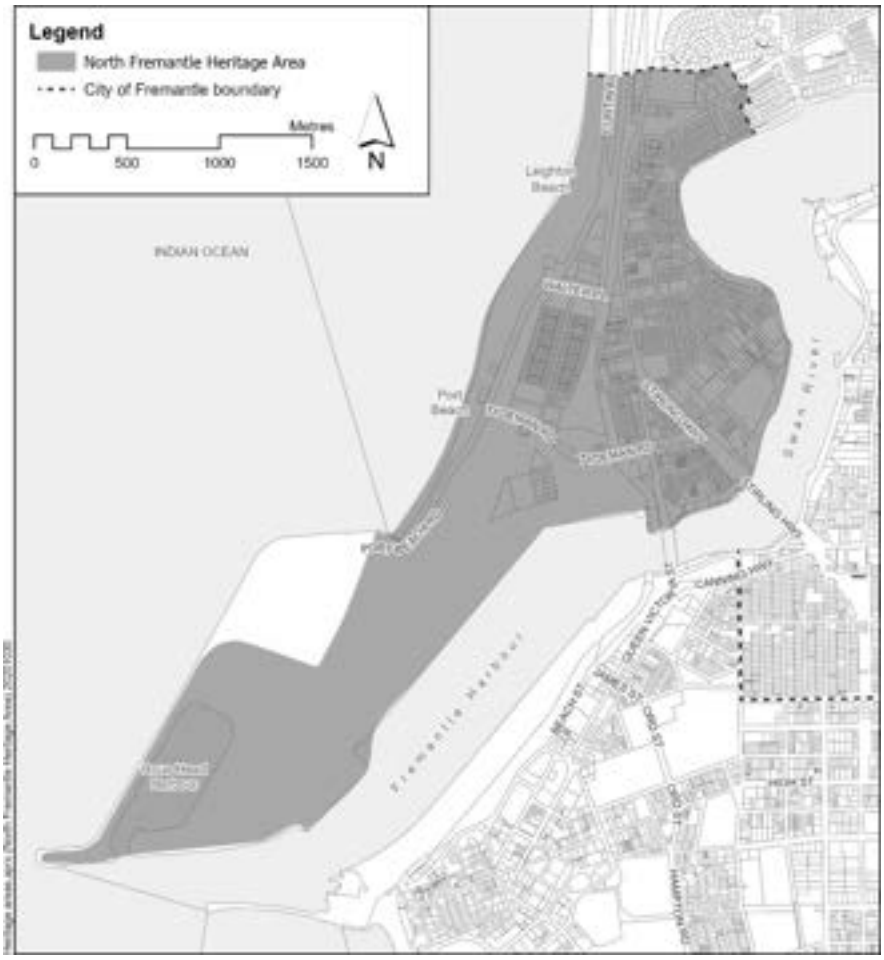
and the open character and almost constant breeze at its summit (particularly in the warmer months) are all aesthetic characteristics of the place that continue to attract visitors and locals alike and contribute to the community's sense of place;

- the Fallen Sailors' and Soldiers' Memorial within the setting of the place is a cultural landscape valued for its aesthetic characteristics including the monumentality of the sandstone masonry pillar and podium, its siting on the summit of the hill, the symbolism of the structures and plantings, and the aspects (sequential and static);
- the place has been the site of a main Fremantle landmark or trig from before 1874; and
- the place has been the vantage point of a number of artistic works depicting the developing settlement of Fremantle; and, the place contains the first memorial to the personnel of the Royal Navy in Australia.

Area Specific Development Guidance refer:

- Monument Hill Memorial Reserve Conservation Plan

12. North Fremantle Heritage Area



Statement of Significance

North Fremantle is significant as an area located to the north of the Swan River and the Port of Fremantle with a history of settlement dating back to the Pensioner Guards in the mid nineteenth century. The area is significant for:

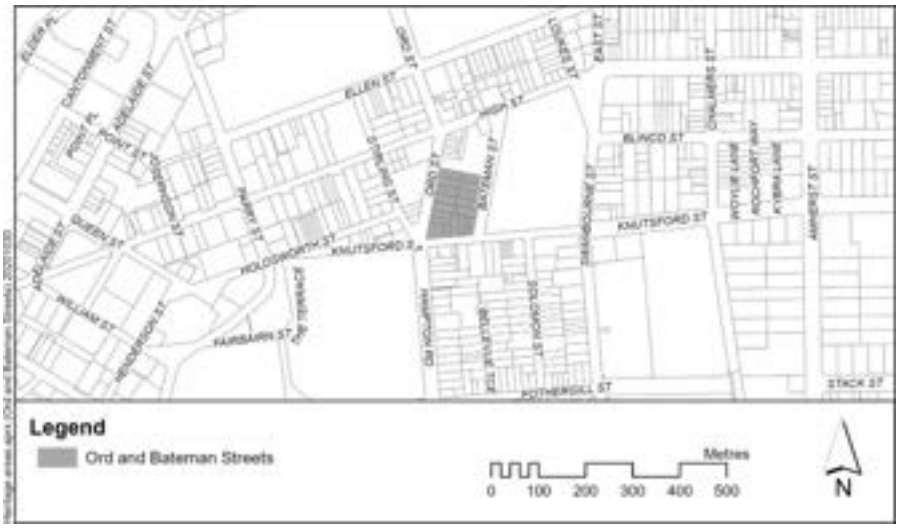
- Its connection with the Pensioner Guards whose former Barracks was located in the area and Captain J. Bruce, commanding officer of the pensioner guards who was granted 150 acres in the area. Allotments were surveyed and allocated to the pensioner guards, who accompanied the convicts;

- its unique topography located between the river and the ocean which contributes to its unique character;
- its role in World War II defences with the establishment of the Leighton Battery;
- its concentration of mainly modest workers accommodation dating from the Federation and Inter-War periods;
- its focus on the industries relating to the Port of Fremantle, the railways and associated industries established in the area;
- its former industrial character resulting from the former Leighton Marshalling Yards industries such as the Dingo Flour Mill located in the area;
- its cultural diversity resulting from successive periods of migrant settlement in the area; and
- With the impact of the goldrushes in the 1890s and 1900s, in particular the huge growth in population and the increase in prosperity, North Fremantle began to develop as a residential area. Since the first decades of the twentieth century, North Fremantle has functioned as a mixed residential and medium to light industrial area and the area retains some of that mix today

Area Specific Development Guidance refer:

- Thompson Road, Craig Street and Lime Street Development Guidelines Local Planning Policy
- Minim Cove North Fremantle Local Planning Policy
- Northbank Development Guidelines DGN6
- Rocky Bay Estate DGN10
- Cypress Hill DGN11

13. Ord and Bateman Streets Heritage Area

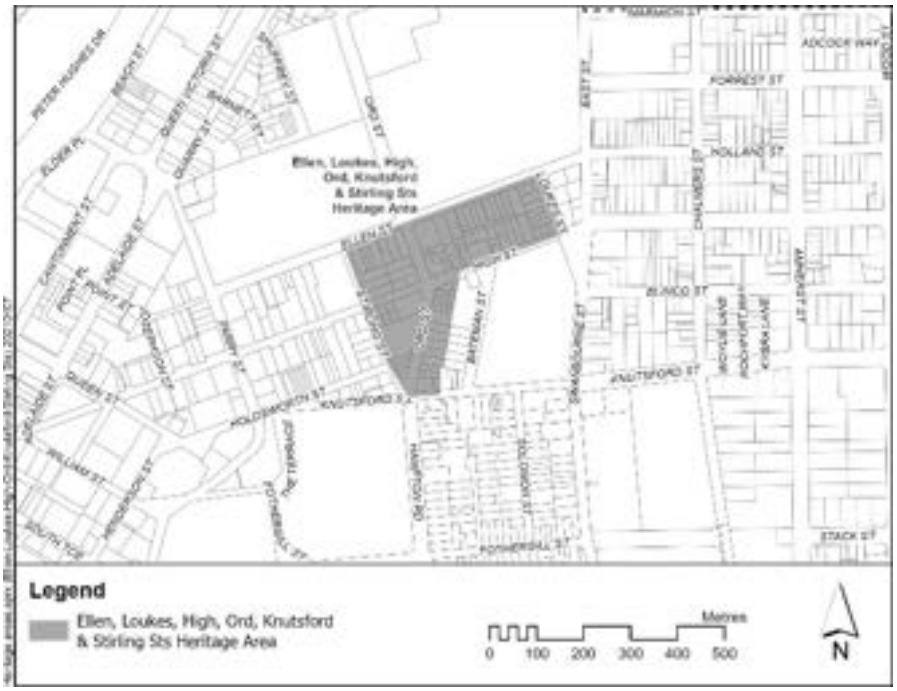


Statement of Significance

Ord and Bateman Streets Precinct, comprising of a group of 18 one- and two storey residences constructed from 1891 to 1903 in the Federation Bungalow and Federation Filigree styles, has cultural heritage significance for the following reasons:

- the precinct is rare as an intact group of Federation period residences; the early owners and developers of the precinct were prominent Fremantle businessmen Lionel Holdsworth (expiree, accountant and mercantile clerk) and Henry Dixson (tobacco merchant);
- the precinct contributes to the Fremantle community's sense of place through its distinctive streetscape;
- the houses between 20 and 24 Ord Street have strong landmark qualities as fine two-storey examples of Federation Filigree architecture, accentuated by their location above street level; and
- the precinct contains a rare collection of fine Federation Filigree style residences.

14. Ord Street Heritage Area



Statement of Significance

Ord Street Heritage Area, including places in the Ord and Bateman Street Heritage Area and extending further north to include Ellen, Loukes, High, Knutsford and Stirling Streets, has cultural heritage significance for the following reasons:

- the precinct is rare as an intact group of Federation period residences;
- the early owners and developers of the precinct were prominent Fremantle businessmen Lionel Holdsworth (expiree, accountant and mercantile clerk) and Henry Dixson (tobacco merchant);
- the precinct contributes to the Fremantle community's sense of place through its distinctive streetscape; and
- the precinct contains a rare collection of fine Federation Filigree style residences.

15. South Fremantle Heritage Area

Statement of Significance

South Fremantle is located to the south of the City of Fremantle and has a history of settlement dating back to the mid-Nineteenth Century. It is significant as a heritage area for:

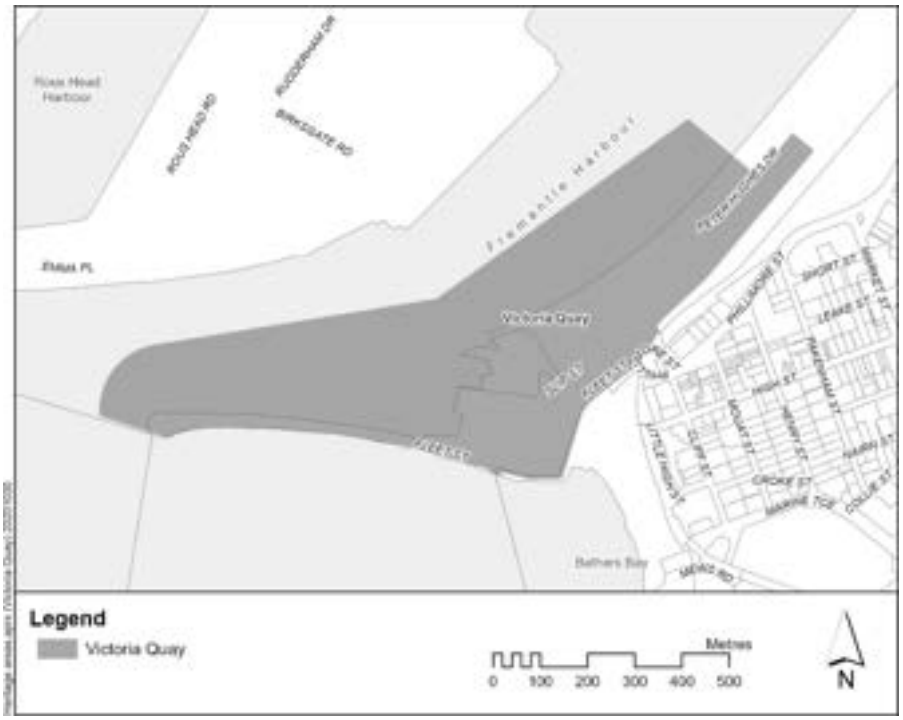
- the continued legibility of the original landforms of limestone ridges and valleys and sand dunes;
- its layout of key transport routes which clearly follow the early Bidi (tracks) of the Whadjuk Nyoongar people;

- its traditional mix of commercial, industrial, and residential land uses from prior to the introduction of zoning controls in Western Australia, which segregated different land uses;
- its mix of small, simple, workers' cottages through to the larger homes of the wealthy, incorporating varying levels of design and decorative detail, yet forming a cohesive area using common materials and architectural styles;
- its concentration of small, simple houses in both timber and masonry (limestone and brick) with little or no decorative detailing, dating predominantly from the Victorian and Federation periods;
- its concentration of modestly sized houses in both timber and masonry (limestone and brick) with a moderate level of decorative detailing, dating predominantly from the Victorian and Federation periods;
- the fine examples of large houses, generally in limestone and brick with a high degree of decorative detailing, typically located on large lots on the ocean-facing side of ridges and hills;
- its variety of former industrial land uses mixed in with residences;
- its concentration of industrial land uses and buildings relating to marine industries, including fishing and boatbuilding, particularly along Marine Terrace;
- its extensive associations with, and remaining elements of the horse racing industry;
- the concentration of Interwar and Postwar suburban homes, generally of red brick and later of salmon brick, which mark the expansion into Beaconsfield and what was known as Chesterfield in the 1930s, and the subsequent working class residential development of these areas;
- its cultural diversity, houses of the Postwar era, and physical changes to existing houses resulting from successive periods of European migrant settlement in the area;
- its former small farming character and the Postwar, European migrant-influenced home garden farming and food production practices; and
- its late-Twentieth Century conversion of industrial buildings to residential units.

Area Specific Development Guidance: Deemed to Comply Street Setbacks to residential development in a Residential zone: as per the Residential Streetscape Policy except where subject to a precinct-specific policy or guidelines. Also:

- Local Planning Area 5 Local Planning Policy
- Clontarf Road Area Local Planning Policy
- Wills Transport Site – 122 Marine Terrace & 3 South Street, South Fremantle DGS5
- South Beach Village DGS6

16. Victoria Quay Heritage Area



Statement of Significance

Victoria Quay, a landmark industrial urban landscape and townscape, comprising a wharf structure with berths, transit and work sheds, jetties and slipways, the Passenger Terminal, Immigration Buildings and associated South Mole and Inner Harbour and associated adjacent buildings along Elder Place and Beach Street, has cultural heritage significance for the following reasons:

- the place has national significance as the first landfall and entry point for tens of thousands of migrants to Australia; the place is representative of the development pattern of Australian harbours and has national significance as a mostly intact, industrial townscape that remains connected to a working port;
- the place, valued by special interest groups, the local community and wider public for its port and river related activities and cultural facilities, contributes to the identity of Fremantle;
- the establishment of the Harbour and associated facilities at Fremantle led to Fremantle's emergence over Albany as the State's premier port and facilitated economic growth

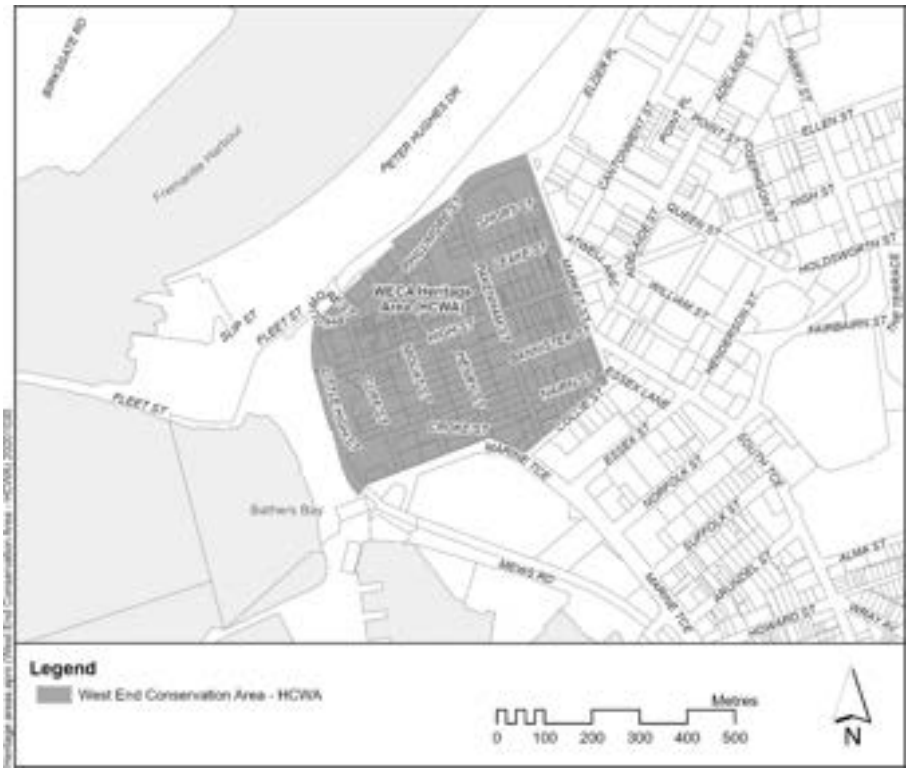
through improved trade and communications for industry, commerce and agriculture;

- both individually and collectively, the buildings and structures on Victoria Quay display aesthetic characteristics and form groups of related buildings within the larger industrial precinct. The buildings and structures reflect the various phases of Western Australia's development from the late 1800s;
- the innovative wharf structure exhibits a high degree of engineering accomplishment and technical proficiency;
- the place has associations with a number of individuals and groups, including its designer, C. Y. O'Connor, its construction workforce, the Public Works Department and the maritime workers who have been employed at the place. Victoria Quay was the site of the 'Bloody Sunday' battle between police forces and waterside workers in May 1919;
- the place played a major role in Australia's defence operations during World War Two, with Australian, American, British and Dutch wartime service groups operating from the Quay. Many structures from this period remain;
- the place is a major archaeological resource as the development of Victoria Quay necessitated reclamation works, rapid construction and subsequent recycling and replacement of buildings as the operational needs of the port developed;
- the place is valued by the general community as the main port, once the only port, connecting the mainland with Rottnest Island, a highly patronised and valued holiday destination; and,
- the place is a significant element in the wider precincts of the West End of Fremantle, Fremantle Harbour and the mouth of the Swan River. Victoria Quay is linked to these areas through visual, functional and historic associations.

Area Specific Development Guidance: Refer:

- Victoria Quay Conservation Plan
- Victoria Quay Commercial Precinct Plan
- Planning Policy for the West End of Victoria Quay DGF26

17. West End Heritage Area



Statement of Significance

West End, Fremantle, bounded by Market Street to the east, Collie Street and Marine Terrace to the south, Little High Street to the west and Phillimore Street to the north, and including the lots on the northern side of Phillimore Street between Cliff and Henry Streets, has cultural heritage significance for the following reasons:

- the place is rare in Western Australia as a highly intact port city business district, retaining a range of buildings predominantly dating from the gold boom expansion era (1890s-1900s), along with some evidence of earlier and later periods, that retains an ongoing connection with maritime industries;
- the place is characterised by a very fine collection of predominantly Federation era buildings in a variety of classically-influenced styles, many of which retain substantial original features, which together form a cohesive precinct featuring common detailing, scaling, siting, construction materials and historical functions, and includes many individually significant buildings;

- the place has been associated with Fremantle's maritime operations from 1829 to the present and, through the range of premises in the precinct, demonstrates the operations of a port city including banks, customs, import and export businesses, ship-related trades, policing, prostitution, accommodation, unions and migrant services;
- the development of the place was in response to the opening of the inner harbour in 1897, which reoriented the West End towards its northern face, established Fremantle as the State's main port and saw an increase in the size and number of shipping companies operating out of the area, and its twentieth-century economic decline was a result of modernisation and northern expansion of the port in the 1950s and 1960s;
- in its built fabric, the place, particularly the imposing or opulent buildings and streetscapes of the 1890s and 1900s, the precinct demonstrates the impact of the Gold Boom period on the State, when money and population flooded into the Colony, and Fremantle became a flourishing, prosperous port town;
- the place policed, and was partially constructed by convicts and is intrinsically linked with the nineteenth century convict history of Western Australia;
- the port associated with the place was the main arrival point for migrants to Western Australia from 1829 until the second half of the twentieth century, and the place was a major part of their first experience of the State;
- the place is a landmark area defining the western end of Fremantle, with strong entry statement buildings at several points, views to and from Fremantle landmarks and, historically, views from the sea;
- the archaeology of the place has a high degree of potential to reveal information about the history and occupation of the West End from 1829 to the present, particularly with regard to deposits dating to the pre-Gold Rush era;
- the place was rejuvenated in the mid-1980s as part of preparations for hosting the America's Cup yachting event in 1987, which brought international attention to Fremantle;
- the place is associated with many significant individuals, including government and private architects, merchants and other business people of the area, union leaders, former residents and the original surveyor, John Septimus Roe, whose 1830s plans for the town continue to dictate the precinct's road layout and lot boundaries; and,
- the place is significant to the local community as an historic area that contributes to the community's sense of place, as evidenced by the work of the Fremantle Society since 1972 to protect and restore the precinct, and is representative of the role of community activism in protecting and restoring many heritage sites in Western Australia prior to the introduction of heritage legislation in 1990.

Area Specific Development Guidance refer:

- LPP 3.21: West End Heritage Area policy

Responsibility and review information	
Responsible officer:	Manager Strategic Planning and City Design
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#
Next review date	(maximum of four years from last review)

Appendix 1 – Contributory Places

The identification of contributory places in heritage areas has not yet been carried out for any areas not listed below. Each building within such an unlisted area will be assessed for significance when a development application is submitted.

The following properties have been identified as being places of significance and are considered to be contributory properties:

A. South Fremantle Heritage Area

Place name	Date
House, 1 Ada Street	c. 1905
House, 3 Ada Street	c. 1915
House, 5 Ada Street	1898
House, 6 Ada Street	c. 1905
House (former factory), 7 Ada Street	c. 1940
House, 8 Ada Street	c. 1900
Duplex (former factory), 10a Ada Street	c. 1950
Duplex (former factory), 10b Ada Street	c. 1950
House, 12 Ada Street	c. 1910
House, 14 Ada Street	c. 1900
House, 1 Agnes Street	c. 1940
Duplex, 2 Agnes Street	c. 1905
Duplex, 4 Agnes Street	c. 1905

Place name	Date
House, 5 Agnes Street	c. 1950
Duplex, 6 Agnes Street	c. 1900
House, 7 Agnes Street	c. 1955
Duplex, 8 Agnes Street	c. 1900
House, 9 Agnes Street	1918
House, 13 Agnes Street	1900
House, 15 Agnes Street	c. 1905
Duplex, 78 Attfield Street	c. 1900
Duplex, 80 Attfield Street	c. 1900
House, 82 Attfield Street	c. 1900
Duplex, 88 Attfield Street	1900
Duplex, 90 Attfield Street	1900
House, 91 Attfield Street	c. 1920

Place name	Date
House, 92 Attfield Street	c. 1900
House, 95 Attfield Street	c. 1898
House, 96 Attfield Street	c. 1897
House, 97 Attfield Street	c. 1908
House, 98 Attfield Street	1898
Duplex, 99 Attfield Street	1898
House, 100 Attfield Street	1900
Duplex, 101 Attfield Street	1898
House, 102 Attfield Street	c. 1910
House, 104 Attfield Street	c. 1900
House, 106 Attfield Street	c. 1900
House, 108 Attfield Street	c. 1900
House, 110 Attfield Street	c. 1940

Place name	Date
Stable (former) and house, 116 Attfield Street and 37 Lilly Street	c. 1900
House, 117 Attfield Street	c. 1900
House, 118 Attfield Street	c. 1900
House, 121 Attfield Street	c. 1955
House, 123 Attfield Street	c. 1927
House, 125 Attfield Street	c. 1928
Duplex, 126 Attfield Street	c. 1905
House, 127 Attfield Street	c. 1905
Duplex, 128 Attfield Street	c. 1905
House, 131 Attfield Street	c. 1928
House, 132 Attfield Street	c. 1927
House, 133 Attfield Street	c. 1898
House, 3 Belmont Street	1920
House, 3 Charles Street	c. 1898
House, 4 Charles Street	c. 1898
Duplex, 5 Charles Street	c. 1895
House, 6 Charles Street	c. 1895
Duplex, 7 Charles Street	c. 1895
House, 8 Charles Street	c. 1895
House, 9 Charles Street	c. 1895
House, 10 Charles Street	1900
House, 11 Charles Street	c. 1895

Place name	Date
House, 13 Charles Street	c. 1895
House, 14 Charles Street	c. 1895
House, 15 Charles Street	c. 1895
House, 16 Charles Street	1900
House, 17 Charles Street	1891
House, 19 Charles Street	1891
House, 20 Charles Street	c. 1902
House, 22 Charles Street	c. 1902
House, 24 Charles Street	c. 1930
House, 26 Charles Street	c. 1895
House, 1 Chester Street	c. 1950
House, 2 Chester Street	c. 1926
House, 3 Chester Street	c. 1949
House, 4 Chester Street	c. 1937
House, 5 Chester Street	c. 1935
House, 7 Chester Street	c. 1935
House, 8 Chester Street	c. 1954
House, 11 Chester Street	c. 1950
House, 13 Chester Street	1925
House, 15 Chester Street	1905
House, 16 Chester Street	c. 1950
House, 19 Chester Street	c. 1900
House, 21 Chester Street	c. 1900

Place name	Date
House, 26 Chester Street	c. 1935
House, 27 Chester Street	c. 1923
House, 28 Chester Street	c. 1930
House, 30 Chester Street	1924
House, 32 Chester Street	1923
House, 34 Chester Street	1927
House, 36 Chester Street	c. 1940
House, 40 Chester Street	1930
House, 44 Chester Street	c. 1930
House, 50 Chester Street	1898
House, 52 Chester Street	1898
House, 56 Chester Street	c. 1920
House, 58 Chester Street	1893
House, 3 Commercial Road	1896
House, 4 Commercial Road	1905
Duplex, 5 Commercial Road	c. 1990
Duplex, 7 Commercial Road	c. 1900
House, 8 Commercial Road	c. 1905
House, 9 Commercial Road	c. 1905
House, 13 Commercial Road	1932
Duplex, 15 Commercial Road	1903

Place name	Date
Duplex, 17 Commercial Road	1903
House, 19 Commercial Road	c. 1900
House, 21 Commercial Road	c. 1940
House, 2 Coral Street	c. 1900
House, 6 Coral Street	c. 1900
House, 8 Coral Street	c. 1900
House, 10 Coral Street	c. 1900
House, 1C Curedale Street	c. 1935
House, 3 Curedale Street	c. 1935
House, 5 Curedale Street	c. 1935
House, 6 Curedale Street	c. 1915
House, 7 Curedale Street	1950 +
House, 9 Curedale Street	1950 +
House, 11 Curedale Street	c. 1905
House, 13 Curedale Street	c. 1905
House, 14 Curedale Street	c. 1903
Duplex, 15 Curedale Street	c. 1905
Duplex, 17 Curedale Street	c. 1905
House, 18 Curedale Street	c. 1905
House, 19 Curedale Street	c. 1905
House, 21 Curedale Street	c. 1900
House, 24 Curedale Street	c. 1900
House, 30 Curedale Street	c. 1903

Place name	Date
House, 13 Daly Street	1948
House, 16 Daly Street	c. 1900
House, 17 Daly Street	c. 1937
House, 24 Daly Street	c. 1905
House, 26 Daly Street	1935
House, 28 Daly Street	1938
J.D. Cockrell's Stables (former), 39-43 Daly Street	1929
House, 47 Daly Street	1925
House, 49 Daly Street	c. 1910
House, 51 Daly Street	1935
House, 55 Daly Street	1888
Duplex, 59A Daly Street	1928
Duplex, 59B Daly Street	1928
Collinson's House and stables (former), 77 Daly Street	c. 1950
House, 2 Davies Street	1904
House, 4 Davies Street	1903
House, 6 Davies Street	1900
House, 8 Davies Street	1902
House, 14 Davies Street	1900
House, 22 Davies Street	1917
House, 24 Davies Street	1900

Place name	Date
House, 26 Davies Street	1900
House, 28 Davies Street	1900
House, 7 Douro Road	1916
House, 9 Douro Road	1934
House, 14 Douro Road	c. 1923
House, 15 Douro Road	1899
House, 16 Douro Road	c. 1900
Bartholomew Daly's Stables (former),17 Douro Road	1902
House, 23 Douro Road	c. 1900
House, 24 Douro Road	c. 1945
Shop and house, 25 Douro Road	c. 1900
House (former shop), 26 Douro Road	1898
House, 27 Douro Road	c. 1910
House, 32 Douro Road	1897
House, 33 Douro Road	c. 1895
Shop and house, 34 Douro Road	c. 1900
House, 36 Douro Road	c. 1950
House, 38 Douro Road	c. 1950
House, 40 Douro Road	1935
House, 42 Douro Road	1933
House, 112 Edmund Street	c. 1905

Place name	Date
House, 117 Edmund Street	c. 1915
Duplex, 118 Edmund Street	c. 1900
House, 119 Edmund Street	1900
Duplex, 120 Edmund Street	c. 1900
House, 122 Edmund Street	c. 1910
House, 125 Edmund Street	c. 1905
House, 127 Edmund Street	c. 1905
House, 128 Edmund Street	c. 1901
House, 129 Edmund Street	c. 1935
House, 130 Edmund Street	c. 1900
House, 132 Edmund Street	c. 1906
House, 133 Edmund Street	c. 1900
House, 134 Edmund Street	c. 1900
House, 135 Edmund Street	c. 1935
House, 137 Edmund Street	c. 1915
Duplex, 139 Edmund Street	c. 1905
Duplex, 141 Edmund Street	c. 1905
House, 142 Edmund Street	c. 1925
House, 144 Edmund Street	c. 1925
House, 145 Edmund Street	c. 1920
House, 149 Edmund Street	c. 1902
House, 151 Edmund Street	c. 1905
House, 154 Edmund Street	1900

Place name	Date
House, 155 Edmund Street	c. 1905
House, 161 Edmund Street	c. 1905
House, 160 Edmund Street	c. 1930
Duplex, 162 Edmund Street	c. 1900
Duplex, 164 Edmund Street	c. 1900
House, 165 Edmund Street	c. 1900
House, 167 Edmund Street	c. 1900
House 1 Francisco Street	1902
House, 5 Francisco Street	1898
House, 6 Francisco Street	1896
House, 7 Francisco Street	1896
House, 8 Francisco Street	1896
House, 10 Francisco Street	1896
House, 11 Francisco Street	1899
House, 12 Francisco Street	1955
Gold Street Park, Francisco Street	
House, 1 Gold Street	c. 1905
Duplex, 2 Gold Street	c. 1905
House, 3 Gold Street	c. 1905
Duplex, 4 Gold Street	c. 1905
Duplex, 5 Gold Street	c. 1905
Terrace, 6 Gold Street	c. 1900
Duplex, 7 Gold Street	c. 1905

Place name	Date
Terrace, 8 Gold Street	c. 1900
House, 9 Gold Street	c. 1905
Terrace, 10 Gold Street	c. 1900
House, 11 Gold Street	c. 1900
House, 12 Gold Street	c. 1910
House, 13 Gold Street	c. 1898
House, 14 Gold Street	c. 1902
House, 15 Gold Street	c. 1902
House, 16 Gold Street	c. 1902
House, 18 Gold Street	c. 1898
House, 20 Gold Street	c. 1898
House, 21 Gold Street	c. 1898
Terrace, 25 Gold Street	c. 1902
Duplex, 26 Gold Street	c. 1898
Terrace, 27 Gold Street	c. 1902
Duplex, 28 Gold Street	c. 1898
Terrace, 29 Gold Street	c. 1902
House, 31 Gold Street	c. 1898
House, 33 Gold Street	c. 1898
House, 1 Grosvenor Road	c. 1910
House, 2 Hale Street	c. 1900

Place name	Date
House, 4 Hale Street	c. 1900
House, 6 Hale Street	c. 1900
House, 10 Hale Street	c. 1900
House, 30 Hale Street	1899
House, 34 Hale Street	1921
Commercial building, 109 Hampton Road	c. 1950
House, 111 Hampton Road	1912
House and limestone feature(s), 113 Hampton Road	1939
Duplex, 115 Hampton Road	c. 1910
Duplex, 115A Hampton Road	c. 1910
House and former forge, 117 -121 Hampton Road	c. 1900
House, 125 Hampton Road	c. 1900
Commercial building, 127 Hampton Road	1898
Glennifer Cottage, 129A Hampton Road	1887
House, 131 Hampton Road	1892
House, 133 Hampton Road	1887
House, 135 Hampton Road	1895
House, 137 Hampton Road	1895
House, 139 Hampton Road	c. 1900
House, 141 Hampton Road	c. 1930

Place name	Date
Duplex, 147 Hampton Road	c. 1900
Duplex, 149 Hampton Road	c. 1900
Duplex, 150 Hampton Road	1902
House, 151 Hampton Road	c 1950
Duplex, 152 Hampton Road	1902
Duplex, 153 Hampton Road	1890
House, 154 Hampton Road	c. 1900
Duplex, 155 Hampton Road	1890
House, 157 Hampton Road	1903
House, 158 Hampton Road	1893
House, 159 Hampton Road	1903
House, 160 Hampton Road	c. 1905
House, 161 Hampton Road	c. 1920
House, 163 Hampton Road	c. 1920
St Paul's Anglican Church, Presbytery and Hall, 162-164 Hampton Road	1892
Commercial building, 165 Hampton Road	c. 1906
House, 166 Hampton Road	c. 1948
Shop and house (former), 167 Hampton Road	c. 1920
House, 168 Hampton Road	1942

Place name	Date
Beaconsfield Police Station, quarters and lockup (former), 170 Hampton Road	1898
House, 171 Hampton Road	c. 1920
House, 172 Hampton Road	c. 1900
House, 173 Hampton Road	c. 1923
South Fremantle Post Office (former) [Martha Hampton Clinic], 174 Hampton Road	1896
Duplex, 175 Hampton Road	1926
Duplex, 175B Hampton Road	1926
House, 176 Hampton Road	c. 1900
House, 177 Hampton Road	1917
Commercial building, 178a and 178b Hampton Road	1898
House, 1-179 Hampton Road	1917
House, 180 Hampton Road	c. 1894
House, 181 Hampton Road	c. 1940
House, 182 Hampton Road	c. 1940
House, 183 Hampton Road	c. 1920
Beaconsfield Primary School (former), 188 Hampton Road	1894
House, 189 Hampton Road	c. 1940

Place name	Date
House, 191 Hampton Road	c. 1925
James Moore Pioneer Park	c. 1900
House, 192 Hampton Road	c. 1940
House, 193 Hampton Road	c. 1930
House, 194 Hampton Road	c. 1910
House, 196 Hampton Road	c. 1900
House, 200 Hampton Road	c. 1900
House, 202 Hampton Road	1929
House, 204 Hampton Road	c. 1920
House, 206 Hampton Road	c. 1920
House, 208 Hampton Road	c. 1940
House, 210 Hampton Road	c. 1920
House, 212 Hampton Road	c. 1920
House, 214 Hampton Road	1923
House, 216 Hampton Road	c. 1923
House, 218 Hampton Road	c. 1920
House, 222 Hampton Road	1917
House, 224 Hampton Road	c. 1930
House, 1 Harbour Road	1960s
House, 2 Harbour Road	c. 1905
House, 3 Harbour Road	c. 1950s
House, 4 Harbour Road	c. 1920
House, 6 Harbour Road	1897

Place name	Date
House, 8 Harbour Road	c. 1910
House, 9 Harbour Road	1937/38
House, 11 Harbour Road	c. 1900
House, 14 Harbour Road	c. 1950
House, 15 Harbour Road	c. 1943
House, 16 Harbour Road	1897
House, 18 Harbour Road	1897
House, 20 Harbour Road	1897
House, 2 Hickory Street	c. 1930
House, 10 Hickory Street	c. 1900
House, 12 Hickory Street	c. 1920
House, 18 Hickory Street	c. 1900
House, 20 Hickory Street	c. 1940
House, 22 Hickory Street	1927
House, 32 Hickory Street	c. 1920s
House, 3 Hulbert Street	1924
House, 4 Hulbert Street	c. 1925
House, 12 Hulbert Street	c. 1905
House, 16 Hulbert Street	c. 1930
House, 17 Hulbert Street	1900
House, 18 Hulbert Street	1889
House, 20 Hulbert Street	1936
House, 23 Hulbert Street	c. 1900

Place name	Date
House, 25 Hulbert Street	c. 1900
House, 26 Hulbert Street	c. 1905
House, 27 Hulbert Street	c. 1905
House, 28 Hulbert Street	c. 1900
House, 29 Hulbert Street	1904
House, 31 Hulbert Street	1900
House, 1 Inverleith Street	c. 1940
House, 3 Inverleith Street	c. 1900
House, 5 Inverleith Street	c. 1900
House, 6 Inverleith Street	c. 1927
House, 8 Inverleith Street	c. 1930
House, 1 Jenkin Street	c. 1900
Terrace, 2 Jenkin Street	1902
Terrace, 4 Jenkin Street	1902
Terrace, 6 Jenkin Street	1902
House, 7 Jenkin Street	1900
Terrace, 8 Jenkin Street	1902
Terrace, 10 Jenkin Street	1902
House, 18 Jenkin Street	c. 1903
House, 20 Jenkin Street	c. 1900
Mills & Ware flour loft, 21 Jenkin Street	c. 1960

Place name	Date
House, 28 Jenkin Street	c. 1900
House, 30a Jenkin Street	1902
House, 33a Jenkin Street	c. 1900
House, 40 Jenkin Street	1895
House, 42 Jenkin Street	1899
House, 44 Jenkin Street	1898
House, 46 Jenkin Street	c. 1910
House, 60 Jenkin Street	c. 1900
House and limestone feature(s), 66 Jenkin Street	1934
Florence Park, King William Street (corner Marine Terrace)	1931
House, 1 King William Street	c. 1895
House, 3 King William Street	c. 1895
House, 5 King William Street	c. 1895
House, 7 King William Street	c. 1895
House, 9 King William Street	c. 1930
House, 11 King William Street	c. 1937
House, 12 King William Street	c. 1960
House, 13 King William Street	c. 1895
House, 15 King William Street	c. 1900
House, 16 King William Street	c. 1902
House, 17 King William Street	c. 1902

Place name	Date
House, 18 King William Street	c. 1895
House and limestone feature(s), 19 King William Street	c. 1902
House, 20 King William Street	c. 1900
House and limestone feature(s), 21 King William Street	c. 1940
House, 22 King William Street	c. 1898
House, 23 King William Street	c. 1898
House, 26 King William Street	c. 1950
House, 28 King William Street	c. 1936
House, 31 King William Street	c. 1895
Duplex, 33 King William Street	1896
Duplex, 33A King William Street	1896
House, 4 Lefroy Road	1898
House, 8 Lefroy Road	1926
House, 10 Lefroy Road	1899
House, 12 Lefroy Road	1899
House, 13A Lefroy Road	1904
House, 15 Lefroy Road	1905 c
House, 16 Lefroy Road	1900 c
House, 17 Lefroy Road	1900 c
House, 19 Lefroy Road	1900 c
Limestone Feature, 20 Lefroy Road	

Place name	Date
House, 21 Lefroy Road	1904
House, 23 Lefroy Road	1904
Limestone Feature, 24 Lefroy Road	1905 c
House, 26 Lefroy Road	c. 1910
House, 27 Lefroy Road	c. 1900
House, 28 Lefroy Road	c. 1905
House, 30 Lefroy Road	c. 1905
House, 31 Lefroy Road	c. 1920s
House, 32 Lefroy Road	c. 1905
House, 33 Lefroy Road	1933
House, 35 Lefroy Road	c. 1940
House, 36 Lefroy Road	c. 1905
House, 37 Lefroy Road	1926
House, 38 Lefroy Road	1930
House, 40 Lefroy Road	c. 1905
Shop and House, 47 Lefroy Road	c. 1905
House, 50 Lefroy Road	c. 1900
House, 51 Lefroy Road	1895
House, 53 Lefroy Road	c. 1900
House, 55 Lefroy Road	1900
Christ the King Church, 59 Lefroy Road	1935

Place name	Date
South Fremantle High School, Lefroy Road	
House, 1 Lilly Street	1898
Duplex, 2 Lilly Street	1902
Duplex, 4 Lilly Street	1902
House, 5 Lilly Street	c. 1900
House, 6 Lilly Street	c. 1900
House, 7 Lilly Street	c. 1900
House, 8 Lilly Street	c. 1900
House, 9 Lilly Street	c. 1900
House, 11 Lilly Street	c. 1900
House, 12 Lilly Street	c. 1900
House, 13 Lilly Street	c. 1906
House, 14 Lilly Street	c. 1910
House, 15 Lilly Street	c. 1917
House, 16 Lilly Street	c. 1928
House, 17 Lilly Street	c. 1900
House, 18 Lilly Street	1935
House, 19 Lilly Street	c. 1900
House, 20 Lilly Street	c. 1900
House, 21 Lilly Street	c. 1900
House, 22 Lilly Street	c. 1900
House, 23 Lilly Street	c. 1917

Place name	Date
House, 25 Lilly Street	c. 1928
House, 28 Lilly Street	c. 1900
House, 38 Lilly Street	c. 1892
House, 40 Lilly Street	1902
House, 41 Lilly Street	c. 1950
House, 42 Lilly Street	c. 1902
House, 44 Lilly Street	1898
House, 46 Lilly Street	1902
Duplex, 48 Lilly Street	1902
House, 49 Lilly Street	c. 1900
Duplex, 50 Lilly Street	1902
House, 52 Lilly Street	c. 1902
House, 53 Lilly Street	1925
House, 1 Livingston Street	c. 1935
House, 3 Livingston Street	1901
House, 6 Livingston Street	c. 1910
House, 12 Livingston Street	1931
House, 14 Livingston Street	1935
House, 20 Livingston Street	c. 1950
House, 3 Lloyd Street	c. 1933
House, 5 Lloyd Street	1921
House, 8 Lloyd Street	c. 1900
House, 13 Lloyd Street	c. 1900

Place name	Date
Commercial building, 1 Louisa Street	c. 1947
House, 3 Louisa Street	1896
House, 4 Louisa Street	c. 1900
House, 5 Louisa Street	1900
House, 6 Louisa Street	1897
House, 7 Louisa Street	c. 1895
House, 8 Louisa Street	c. 1895
House, 9 Louisa Street	c. 1927
House, 10 Louisa Street	c. 1905
House, 11 Louisa Street	c. 1917
House, 13 Louisa Street	c. 1915
House, 15 Louisa Street	c. 1905
House, 10 Mardie Street	c. 1920
House, 12 Mardie Street	c. 1940
House, 14 Mardie Street	c. 1940
House, 24 Mardie Street	c. 1920
House, 26 Mardie Street	c. 1920
House, 28 Mardie Street	c. 1920
House, 30 Mardie Street	c. 1900
House, 32 Mardie Street	c. 1900
House, 34 Mardie Street	c. 1950

Place name	Date
House, 128 Marine Terrace	1928
Duplex, 130 Marine Terrace	c. 1900
Duplex, 132 Marine Terrace	c. 1900
House, 146 Marine Terrace	1902
House, 148 Marine Terrace	1902
Duplex, 152 Marine Terrace	1904
Duplex, 154 Marine Terrace	1904
House, 156 Marine Terrace	1902
House, 162 Marine Terrace	c. 1900
M.W.S.S. & D.B. Pumping Station, 166 Marine Terrace	c. 1913
House, 172 Marine Terrace	1944
Warehouses, 176 Marine Terrace	c. 1950
House, 1 Martha Street	c. 1960
House, 3 Martha Street	c. 1900
House, 4 Martha Street	c. 1920
House, 6 Martha Street	c. 1950
House, 7 Martha Street	1896
House, 8 Martha Street	c. 1900
House, 9 Martha Street	1892
House, 10 Martha Street	c. 1920
Duplex, 11 Martha Street	c. 1900
Duplex, 11a Martha Street	c. 1900

Place name	Date
House, 12 Martha Street	c. 1900
House, 15 Martha Street	1910
House, 18 Martha Street	c. 1900
House, 20 Martha Street	c. 1950
House, 22 Martha Street	c. 1905
House, 23 Martha Street	1902
House, 26 Martha Street	c. 1910
House, 27 Martha Street	c. 1900
House, 30 Martha Street	c. 1900
House, 32 Martha Street	c. 1940
House, 38 Martha Street	1907
House, 40 Martha Street	c. 1915
House, 42 Martha Street	c. 1900
House, 3 Maxwell Street	c. 1920
House, 5 Maxwell Street	c. 1920
House, 9 Maxwell Street	c. 1920
House, 15 Maxwell Street	c. 1920
House, 17 Maxwell Street	c. 1920
House, 1 McCleery Street	1900
Duplex, 2 McCleery Street	c. 1900
Duplex, 2b McCleery Street	c. 1900
House, 3 McCleery Street	1930
House, 4 McCleery Street	1900

Place name	Date
House, 6 McCleery Street	c. 1925
House, 7a McCleery Street	1900
House, 8 McCleery Street	1900
House, 9 McCleery Street	c. 1900
Duplex, 11c McCleery Street	1900
Duplex, 1/11 McCleery Street	1900
House, 12 McCleery Street	1905
House, 13 McCleery Street	1900
House, 15 McCleery Street	c. 1900
House, 17 McCleery Street	c. 1900
House, 19 McCleery Street	c. 1902
House, 21 McCleery Street	1902
House, 23 McCleery Street	1900
House, 24 McCleery Street	c. 1930
House, 26 McCleery Street	c. 1902
House, 27 McCleery Street	1902
House, 34 McCleery Street	1905
House, 36 McCleery Street	c. 1905
House, 38 McCleery Street	c. 1900
House, 40 McCleery Street	1903
House, 46 McCleery Street	c. 1903

Place name	Date
House, 1 McLaren Street	c. 1900
House, 2 McLaren Street	1903
House, 3 McLaren Street	c. 1930
House, 4 McLaren Street	c. 1955
Duplex, 7 McLaren Street	c. 1902
Duplex, 9 McLaren Street	1902
House, 11 McLaren Street	1931
House, 12 McLaren Street	c. 1913
House, 13 McLaren Street	c. 1928
House, 14 McLaren Street	c. 1900
House, 15 McLaren Street	c. 1900
House, 16 McLaren Street	c. 1896
House, 17 McLaren Street	c. 1903
House, 19 McLaren Street	1914
House, 20 McLaren Street	c. 1898
House, 21 McLaren Street	c. 1910
Duplex, 22 McLaren Street	c. 1897
Duplex, 24 McLaren Street	c. 1897
House, 20 Moran Street	c. 1960
House, 2 Nelson Street	1898
House, 3 Nelson Street	c. 1940
House, 4 Nelson Street	c. 1901
House, 6 Nelson Street	c. 1898

Place name	Date
House, 7 Nelson Street	c. 1910
House, 8 Nelson Street	c. 1898
House, 9 Nelson Street	c. 1900
House, 10 Nelson Street	c. 1990
House, 11 Nelson Street	c. 1908
House, 12 Nelson Street	c. 1908
House, 13 Nelson Street	c. 1908
House, 15 Nelson Street	c. 1903
House, 17 Nelson Street	c. 1908
House, 18 Nelson Street	1919
House, 19 Nelson Street	1912
House, 20 Nelson Street	c. 1927
House, 22 Nelson Street	c. 1930
House, 1 Orient Street	c. 1920
House, 2 Orient Street	c. 1930
House, 3 Orient Street	c. 1897
House, 4 Orient Street	1905
House, 6 Orient Street	c. 1940
House, 7 Orient Street	c. 1950
House, 8 Orient Street	1898
House, 11 Orient Street	c. 1900
House, 12 Orient Street	c. 1910
House, 13 Orient Street	c. 1922

Place name	Date
House, 14 Orient Street	1897
House, 15 Orient Street	c. 1940
Duplex, 16 Orient Street	1898
House, 17 Orient Street	c. 1937
Duplex, 18 Orient Street	1898
Duplex, 22 Orient Street	1898
Duplex, 24 Orient Street	1898
Parmelia Park	1939
House, 2 Parmelia Street	1912
House, 4 Parmelia Street	c. 1930
House, 6 Parmelia Street	1934
House, 8 Parmelia Street	1926
House, 12 Parmelia Street	c. 1920
House, 14 Parmelia Street	c. 1930
House, 16 Parmelia Street (note 16 and 18 Parmelia Street had been incorrectly addressed 2 Lloyd St - which was listed)	1898
House, 18 Parmelia Street (note 16 and 18 Parmelia Street had been incorrectly addressed 2 Lloyd St - which was listed)	1898

Place name	Date
House, 44 Parmelia Street	c. 1907
House, 4 Porcelli Close	c. 1900
Duplex, 3 Reuben Street	1899
Duplex, 5 Reuben Street	1899
House, 7 Reuben Street	1899
House, 8 Reuben Street	1899
House, 9 Reuben Street	1899
House, 11 Reuben Street	1899
House, 1 Rose Street	c. 1927
House, 3 Rose Street	1895
House, 4 Rose Street	1892
Terrace, 5 Rose Street	1898
House, 6 Rose Street	1908
Terrace, 7 Rose Street	1898
House, 8 Rose Street	1912
Terrace, 9 Rose Street	1898
House, 10 Rose Street	c. 1905
House, 12 Rose Street	c. 1935
House, 13 Rose Street	c. 1905
House, 14 Rose Street	1902
House, 15 Rose Street	c. 1897
Duplex, 16 Rose Street	1902
Duplex, 18 Rose Street	1902

Place name	Date
House, 2 Scott Street	c. 1940
House, 6 Scott Street	c. 1943
House, 10 Scott Street	c. 1900
House, 12 Scott Street	1903
House and limestone feature(s), 14 Scott Street	1898
House, 15 Scott Street	c. 1930
House, 16 Scott Street	1937
House, 18 Scott Street	1927
House, 19 Scott Street	1921
House, 22 Scott Street	1898
House, 23 Scott Street	c. 1903
House, 24 Scott Street	c. 1913
House, 25N Scott Street	1904
House, 30 Scott Street	1904
Wool stores (former), 31 Scott Street	1912
House, 32 Scott Street	c. 1900
House, 33 Scott Street	c. 1917
House, 35 Scott Street	1920
House, 36 Scott Street	c. 1915
House, 37 Scott Street	1928
House, 38 Scott Street	1927
House, 39 Scott Street	c. 1917

Place name	Date
House, 42 Scott Street	1923
House, 1/50 Scott Street	c. 1920
House, 2 Seaview Street	c. 1900
House, 5 Seaview Street	c. 1940
House, 6 Seaview Street	c. 1940
House, 7 Seaview Street	c. 1925
House, 9 Seaview Street	c. 1915
House, 10 Seaview Street	c. 1915
House, 11 Seaview Street	c. 1915
House, 13 Seaview Street	c. 1900
House, 18 Seaview Street	c. 1915
Duplex, 20 Seaview Street	c. 1900
Duplex, 20A Seaview Street	c. 1900
House, 1 Sheedy Street	c. 1898
House, 5 Sheedy Street	c. 1899
House, 6 Sheedy Street	c. 1903
House, 7 Sheedy Street	1900
House, 8 Sheedy Street	1900
House, 9 Sheedy Street	1899
House, 2 Silver Street	1913
House, 3 Silver Street	c. 1903

Place name	Date
House, 4 Silver Street	c. 1903
House, 8 Silver Street	c. 1926
House, 10 Silver Street	1918
House, 19 Silver Street	c. 1900
House, 121 Solomon Street	1900
House, 123 Solomon Street	c. 1920
Duplex, 125 Solomon Street	1900
Duplex, 127 Solomon Street	1900
House, 130 Solomon Street	c. 1935
House, 132 Solomon Street	c. 1910
Ocean View (house), 134 Solomon Street	1887
House, 133 Solomon Street	1900
House, 135 Solomon Street	c. 1950
House, 136 Solomon Street	c. 1935
House, 137 Solomon Street	1927
House, 138 Solomon Street	c. 1935
Duplex (former), 139 Solomon Street	1904
House, 140 Solomon Street	1939
House, 141 Solomon Street	c. 1940
House, 143 Solomon Street	1912
House, 144 Solomon Street	c. 1935
House, 146 Solomon Street	c. 1935

Place name	Date
House, 147 Solomon Street	1900
House, 148 Solomon Street	c. 1910
House, 149 Solomon Street	1904
House, 150 Solomon Street	c. 1915
Duplex, 151 Solomon Street	c. 1900
House, 152 Solomon Street	c. 1915
Duplex, 153 Solomon Street	1908
House, 154 Solomon Street	c. 1915
House, 156 Solomon Street	c. 1915
House, 157 Solomon Street	c. 1900
House, 158 Solomon Street	1950
House, 159 Solomon Street	1900
House, 160 Solomon Street	1950 on
House, 162 Solomon Street	1893
Natural limestone feature, 164, 166, 168 Solomon Street	
House, 7 South Street	c. 1905
House, 9 South Street	c. 1905
House, 11 South Street	1902
House, 13 South Street	1900
House, 15 South Street	c. 1908
House, 17 South Street	1902
House, 19 South Street	c. 1900

Place name	Date
House, 21 South Street	c. 1900
Terrace, 27 South Street	c. 1900
Terrace, 29 South Street	c. 1900
Terrace, 31 South Street	c. 1900
Terrace, 33 South Street	c. 1900
House, 39 South Street	c. 1900
House, 45 South Street	c. 1900
House, 47 South Street	1902
House, 49 South Street	1899
House, 51 South Street	c. 1900
House, 53 South Street	c. 1900
Shop and house (former), 55 South Street	c. 1900
House, 57 South Street	c. 1930
House, 59 South Street	c. 1955
House, 61 South Street	c. 1955
House & Shop, 69 South Street	c. 1895
Duplex, 75 South Street	c. 1903
Duplex, 77 South Street	c. 1903
House, 79 South Street	1898
House, 81 South Street	
Commercial building, 83 South Street	c. 1900

Place name	Date
Shop and house, 85 South Street	c. 1935
House, 87 South Street	c. 1935
House, 89 South Street	c. 1930
House, 91 South Street	c. 1925
House, 99 South Street	c. 1905
House, 101 South Street	c. 1935
House, 103 South Street	c. 1930
Shop and house, 105-107 South Street	c. 1920
House, 117 South Street	c. 1955
House, 119 South Street	c. 1955
House, 125 South Street	c. 1960
House, 127 South Street	c. 1940
House, 129 South Street	c. 1950
House, 131 South Street	c. 1900
House, 133 South Street	c. 1900
House, 161 South Terrace	c. 1930
House, 163 South Terrace	c. 1920
House, 165 South Terrace	c. 1910
House, 167 South Terrace	c. 1900
House, 169 South Terrace	c. 1915
House, 171 South Terrace	c. 1915
Duplex, 185 South Terrace	1904
Duplex, 187 South Terrace	1904

Place name	Date
House, 189 South Terrace	c. 1900
House, 193 South Terrace	1892
House, 195 South Terrace	c. 1922
House, 197 South Terrace	1893
Commercial building, 207 South Terrace	c. 1904
Shop and house, 211 South Terrace	c. 1930
Commercial buildings, 213-217 South Terrace	1904
Wool stores (former), 219-221 South Terrace	1930
Shop and house, 223 South Terrace	c. 1920
Commercial building, 227-229 South Terrace	1899
Commercial building, 231-233 South Terrace	c. 1940
Commercial buildings, 235-239 South Terrace	c. 1900
House, 241 South Terrace	c. 1900
Commercial building, 244 South Terrace	c. 1900
The Meeting Place Community Centre, 245 South Terrace	1896
Shop and house, 247-249 South Terrace	c. 1900
Shop and house, 250 South Terrace	c. 1900
Shop, 251 South Terrace	1897

Place name	Date
House, 252-256 South Terrace	c. 1930
House, 253 South Terrace	c. 1900
Shop and house, 258 South Terrace	c. 1900
Duplex, 259 South Terrace	c. 1900
Commercial buildings, 260-266 South Terrace	c. 1900
Duplex, 261 South Terrace	c. 1900
Duplex, 263 South Terrace	c. 1900
Duplex, 265 South Terrace	c. 1900
House, 267 South Terrace	1899
House, 269 South Terrace	1898
Shop, 271 South Terrace	c. 1900
House, 273 South Terrace	1901
Duplex, 276 South Terrace	1899
Duplex, 278 South Terrace	1899
House, 280 South Terrace	c. 1900
Seaview Tavern (Seaview Hotel), 282 South Terrace	1898
House, 296 South Terrace	c. 1898
Duplex, 298 South Terrace	1898
Duplex, 300 South Terrace	1898
Shop and house, 302 South Terrace	c. 1900

Place name	Date
Wool stores (former), 303 South Terrace	c. 1920?
Commercial building, 305 South Terrace	1909
House, 307 South Terrace	1914
Commercial building, 306-310 South Terrace	c. 1900
Garage (former), 312 South Terrace	c. 1950
Arnott's Mills & Ware Biscuit Factory (former), 330-336 South Terrace	c. 1950
Commercial building, 335 South Terrace	1935
Commercial building, 337 South Terrace	1935
House, 338 South Terrace	c. 1900
House, 340 South Terrace	1896
Commercial building, 346 South Terrace	c. 1900
Duplex, 350 South Terrace	c. 1898
Duplex, 352 South Terrace	c. 1898
Duplex, 354 South Terrace	c. 1900
Duplex, 356 South Terrace	c. 1900
House, 358 South Terrace	1897
Duplex, 360 South Terrace	c. 1900
Duplex, 360A South Terrace	c. 1900
House, 362 South Terrace	c. 1900

Place name	Date
Shops and house (former), 370 South Terrace	c. 1903
House, 374 South Terrace	c. 1895
Duplex, 376 South Terrace	c. 1940
Duplex, 378 South Terrace	c. 1940
Shop and house, 384 South Terrace	c. 1903
Commercial building (shops), 386 South Terrace	c. 1950
Commercial building, 390 South Terrace	c. 1900
Davilak Hotel (South Beach Hotel), 396 South Terrace	1903
Shop and house (former), 408 South Terrace	1937
House, 414 South Terrace	1921
House, 418 South Terrace	1927
House, 420 South Terrace	1898
House, 422 South Terrace	1926
Duplex, 424 South Terrace	1898
Duplex, 424A South Terrace	1898
Easternholme (CWA holiday home), 426-428 South Terrace	1944
House, 438 South Terrace	c. 1900
Duplex, 440 South Terrace	1902
Duplex, 442 South Terrace	1902

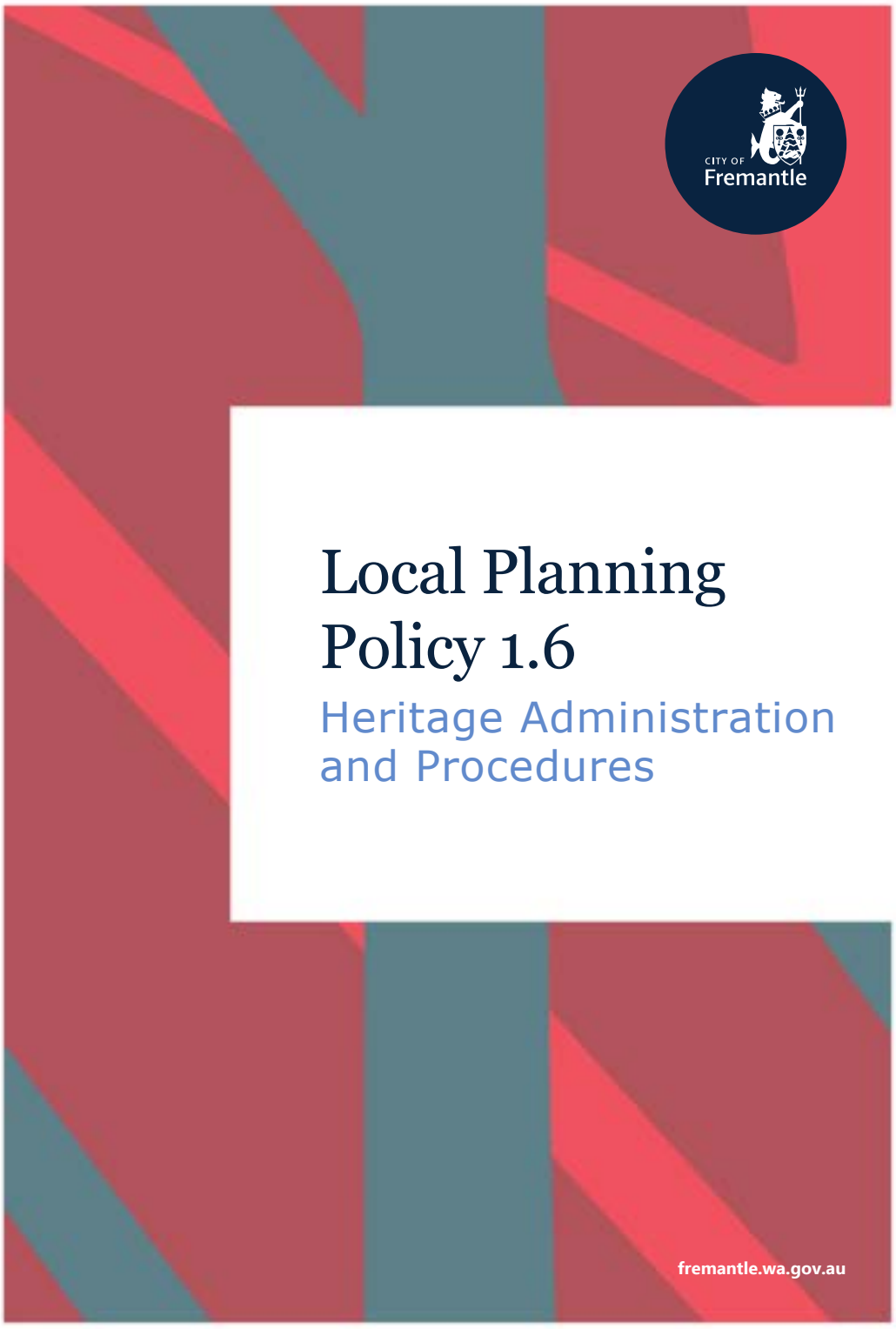
Place name	Date
Terrace, 448 South Terrace	1903
Terrace, 450 South Terrace	1903
Terrace, 452 South Terrace	1903
Terrace, 454 South Terrace	1903
Terrace, 456 South Terrace	1903
Terrace, 458 South Terrace	1903
House, 8 Sydney Street	c. 1910
House, 10b Sydney Street	c. 1900
House, 13 Sydney Street	c. 1900
House, 14 Sydney Street	c. 1915
House, 2a Thomas Street	c. 1940
House, 2 Thomas Street	c. 1900
House, 3 Thomas Street	c. 1907
House, 4 Thomas Street	c. 1940
House, 6 Thomas Street	1941
House, 8 Thomas Street	1898
House, 9 Thomas Street	1898
House, 10 Thomas Street	1913
House, 12 Thomas Street	c. 1897
House, 13 Thomas Street	1899
House, 14 Thomas Street	c. 1919

Place name	Date
House, 15 Thomas Street	1898
House, 17 Thomas Street	c. 1897
House, 18 Thomas Street	1898
House, 19 Thomas Street	c. 1898
House, 23 Thomas Street	c. 1897
House, 25 Thomas Street	c. 1960
House, 27 Thomas Street	c. 1903
House, 1 Trafford Street	1926
House, 3 Trafford Street	1950 on
Stables (former), 5 Trafford Street	c. 1880
House, 6 Trafford Street	c. 1925
House, 10 Trafford Street	c. 1935
House, 11 Trafford Street	c. 1925
House, 12 Trafford Street	1950 on
House, 13 Trafford Street	1950 on
House, 14 Trafford Street	c. 1935
House, 15 Trafford Street	1927
House, 18 Trafford Street	1950 on
House, 22 Trafford Street	1914
House, 24 Trafford Street	1905
Duplex, 26 Trafford Street	c. 1905
Duplex, 28 Trafford Street	c. 1905
House, 30 Trafford Street	c. 1905

Place name	Date
House, 1 Walker Street	1897
House, 4 Walker Street	1935
House, 5 Walker Street	c. 1945
House, 6 Walker Street	1905
House, 7 Walker Street	c. 1899
House, 8 Walker Street	c. 1900
House, 9 Walker Street	c. 1945
House, 10 Walker Street	1900
House, 11 Walker Street	c. 1930
House, 14 Walker Street	c. 1900
House, 15 Walker Street	1926
Duplex, 16 Walker Street	c. 1903
Duplex, 18 Walker Street	c. 1903
House, 19 Walker Street	c. 1925
House, 20 Walker Street	c. 1910
House, 22 Walker Street	c. 1900
House, 23 Walker Street	c. 1910
House, 24 Walker Street	1921
House, 26 Walker Street	1931
House, 27 Walker Street	1913
House, 28 Walker Street	c. 1940
House, 29 Walker Street	c. 1940
House, 34 Walker Street	c. 1930

Place name	Date
House, 36 Walker Street	c. 1935
Mills & Ware Administration Building façade, 10 Wardie Street	c. 1950
Mills & Ware Factory, 11 Wardie Street	c. 1950
House, 30 Wardie Street	1912
House, 32 Wardie Street	1915
House, 34 Wardie Street	c. 1920
House, 35 Wardie Street	1904
House, 36 Wardie Street	c. 1900
House, 6 Wesley Street	c. 1900
House, 7 Wesley Street	c. 1920
House, 8 Wesley Street	c. 1903
House, 9 Wesley Street	c. 1903
House, 10 Wesley Street	c. 1903
House, 11 Wesley Street	c. 1903
House, 11a Wesley Street	c. 1900
Duplex, 12 Wesley Street	c. 1903
Limestone feature(s), 13 Wesley Street	c. 1903
Duplex, 14 Wesley Street	c. 1903
Duplex, 16 Wesley Street	c. 1903
House, 17 Wesley Street	c. 1900
Duplex, 18 Wesley Street	c. 1903

Place name	Date
House, 19 Wesley Street	c. 1900
House, 20 Wesley Street	c. 1903
Duplex, 22 Wesley Street	c. 1907
Duplex, 24 Wesley Street	c. 1907
House, 26 Wesley Street	c. 1903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Policy 1.6
Heritage Administration
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Heritage Administration and Procedures

Citation

This is a local planning policy created under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations). It may be cited as Local Planning Policy 1.6 – Heritage Administration and Procedures (LPP 1.6).

Purpose

The purpose of this policy is to set out the administrative procedures relating to the listing and removal of properties on the heritage list, as well as the procedures and criteria to consider for heritage assessments as part of a development (planning) application.

Part 1 of this policy supplements the overarching procedures set out under the Regulations, the *Heritage Act 2018* and the Local Planning Scheme in relation to heritage management and seeks to outline the City's approach to heritage assessment and statutory protection processes.

Part 2 of this policy sets out the circumstances under which an archaeological investigation will be required and the criteria for any submitted archaeological management plan.

Part 3 of this policy provides guidance on the assessment of applications for development approval where the decision-making authority may consider exercising its discretionary power under clause 12 of the Deemed Provisions in Schedule 2 of the Regulations to vary any site or development requirement specified in the Scheme in order to improve heritage outcomes.

Objectives

The objectives of this policy are to:

- Outline the guiding principles the City applies to the management of heritage;
- Define the criteria and method applied to heritage assessment, and Local Heritage Survey categories;
- Define how the City will manage requests to review heritage listings (either to add, amend or remove);
- Define when and how heritage assessments and heritage impact statements will be required;
- Provide guidance on how development applications may be determined;
- Set out the circumstances and manner in which an archaeological investigation will be required to be conducted; and
- Provide guidance on the submission, assessment and determination of applications for development approval under clause 12 of the Deemed Provisions in Schedule 2

of the Regulations to vary any site or development requirement specified in the Scheme.

Application

This policy applies to the procedures and processes involved in the assessment and management of all heritage-protected places within the City of Fremantle Local Planning Scheme No. 4 area.

This policy works in conjunction with the following local planning policies:

- LPP 3.6: Heritage-protected Places Built Form and Land Use, which outlines the criteria for development to heritage-protected places;
- LPP 3.6.1: Heritage Areas Listings, which identifies the heritage area boundaries of each area, its statement of significance, and a list of properties identified as being contributory (where such process has been carried out); and
- LPP 1.7: Development Exempt from Approval Under Local Planning Scheme No. 4, which describes where development to a heritage-protected place does not require development approval.

Policy statement

Part 1: Principles and Procedures for Heritage Management

1. Guiding Principles

The City of Fremantle uses *The Burra Charter – the Australia ICOMOS Charter for Places of Cultural Significance* as the key document guiding the management of heritage places.

2. Heritage Assessments and Impact Statements

Heritage Assessments and Heritage Impact Statements are two different documents each with its own specific purpose:

- The purpose of a Heritage Assessment is to assess the cultural heritage significance of a place by examining the documentary and physical evidence, assessing the values of the place and defining a statement of significance.
- The purpose of a Heritage Impact Statement is to consider the impact of a specific proposal (e.g. development) on the cultural heritage significance of a heritage place or area. If sufficient Heritage Assessment information is not available for the preparation of a Heritage Impact Statement, then this will also be required.

Heritage Assessments and Heritage Impacts Statements should be undertaken by a qualified heritage professional in accordance with state government guidelines, using the City's preferred format and being guided by *The Burra Charter– the Australia ICOMOS Charter for Places of Cultural Significance*. For more information, refer to the Heritage Council of Western Australia Assessment of Local Heritage Places guidelines.

3. Development Application Requirements

Refer to Appendix 1 for development application requirements summary table.

3.1 Individually listed places

Applicants for significant modification to heritage protected places are encouraged to submit a Heritage Impact Statement with the development application, and these may be required for any development proposal with potential to have significant impact on heritage significance of the place or locality where, in the opinion of the relevant manager, this is necessary to inform assessment of the proposal. These will usually be required for any significant change to a Category 1A, 1B or 2 listed place.

Heritage Impact Statements will not usually be requested for the following types of development for places listed as Category 2 or 3, or not included in the Heritage List:

- Small scale new structures which are not attached to the primary structure/building (such as outbuildings) and which are located out of the front setback area.
- Ancillary lightweight structures added to buildings (such as timber patios, sails, carports, pergolas) which are located out of the front setback area.
- Fixtures to buildings (such as antennae, aerials, air conditioning units, solar panels, signs), which do not face the street and where the installation would not involve any significant structural alteration to the building.
- Non-structural internal changes.
- Fences consistent with the Fences policy or any other specific local planning policy relating to a place or area.

3.2 External Treatments to Level 1 or 2 Listed Buildings

Planning applications that propose the treatment of the external surface of a building must include the following information:

a) A 'painting methodology' to demonstrate that the type of paint, as well as the preparation of the building and application of the paint will contribute to the conservation of the building, and will not significantly compromise the significant heritage fabric of the building.

b) Evidence of research into original colour schemes in the form of a paint scraping and/or historical research into the style of building.

3.3 Heritage Areas

For both contributory and non-contributory properties within a heritage area, any development application for significant additions and alterations that may be visible from the street, or any new infill development, will require a streetscape analysis be submitted consisting of:

(a) a drawing or photomontage illustrating the prevailing streetscape

(b) an analysis of the key characteristics of the prevailing streetscape, including but not limited to:

  (i) siting of buildings and structures, including setbacks and levels

  (ii) scale, form, and massing of buildings and structures

  (iii) floor to ceiling heights of buildings

  (iv) verandah and / or awning lines

  (v) orientation and proportion of doors, windows, and other openings

  (vi) materials and finishes

  (vii) detailing and decoration

  (viii) boundary walls and / or fences; and

  (ix) landscaping; and

(c) a drawing or photomontage of the proposed development within the prevailing streetscape illustrating how it fits within and complements that streetscape.

For both contributory and non-contributory properties within a heritage area, any development application for development within a significant landscape should include a landscape analysis consisting of:

(a) a drawing or photomontage illustrating the landscape context

(b) an analysis of the key characteristics of the landscape, including but not limited to:

  (i) levels

  (ii) location of any water bodies

  (iii) surface treatments

  (iv) location and details of any trees and / or vegetation, including size and species

  (v) location and details of any structures, street furniture, lighting, statues, monuments, and / or art installations

  (vi) location and details of any buildings and structures, including setbacks and levels; and

  (vii) location and details of any boundary walls and / or fences; and

(c) a drawing or photomontage of the proposed development within the landscape, illustrating how it fits within and complements that landscape.

The need for a streetscape or landscape analysis may be waived at the discretion of City officers.

3.4 Demolition Applications

A (proponent-commissioned) Heritage Assessment will be required in support of any development application where demolition is proposed of a place which:

- Is included on the State Register of Heritage Places;
- Is included on the Heritage List; and/or
- Is identified as a 'contributory' place within a Heritage Area.

4. Assessment of Cultural Heritage Significance

Assessment of the heritage significance of places is undertaken in accordance with Heritage Council of Western Australia Assessment of Local Heritage Places guidelines and using the criteria defined under the Burra Charter. Places will be assessed against the following values: aesthetic; historic; scientific; social; and spiritual. Where a proposal is accompanied by a proponent-commissioned Heritage Assessment or Heritage Impact Assessment, the City will undertake its own assessment but may draw on information submitted.

5. Types & Categories of Listing

Local Heritage Survey (LHS)

The Local Heritage Survey (LHS) comprises the inventory of places which in the opinion of Council are, or may become, of cultural heritage significance as required under the *Heritage Act 2018*. Listing on the Local Heritage Survey alone holds no statutory significance.

The City of Fremantle's Local Heritage Survey is a database that holds heritage assessment information which defines the heritage values, provides the statement of significance and applies the management category that establishes the extent of conservation required to retain these values for each identified place. The following classifications are applied to places included on the Local Heritage Survey:

- *Management category – Level 1a – Exceptional Significance – State Listed*

  The City of Fremantle has identified this place as being of exceptional cultural heritage significance in its own right within the context of Fremantle and its conservation is required. This place is entered into Western Australia's State Register of Heritage Places.

- *Management category – Level 1b – Exceptional Significance – Not State Listed*

  The City of Fremantle has identified this place as being of exceptional cultural heritage significance in its own right within the context of Fremantle, and its conservation is required. It is recommended that this place be considered for entry in the Heritage Council of Western Australia's Register of Heritage Places.

- *Management category – Level 2 – Considerable Significance*

  The City of Fremantle has identified this place as being of considerable cultural heritage significance in its own right within the context of Fremantle and its conservation is a priority.

- *Management category – Level 3 – Some Significance*

  The City of Fremantle has identified this place as being of some cultural heritage significance for its contribution to the heritage of Fremantle in terms of its individual or collective aesthetic, historic, social or scientific significance, and/or its contribution to the streetscape, local area and Fremantle. Its contribution to the urban context should be maintained and enhanced and its significant parts conserved.

- *Management category – Level 4 – Historic Record Only*

  The City of Fremantle has identified places on this place as being of interest for historical reasons and/or for structures that no longer exist. These places are part of Fremantle's rich cultural heritage but are not included on the Heritage List.

Heritage List

The Heritage List is a statutory list of places, derived from the Local Heritage Surveyor or a separate review, and identified by Council as worthy of conservation. Additional planning controls apply to places on the Heritage List. The Heritage List includes the same management category classifications as the LHS above.

Heritage Areas

Heritage Areas are precincts where special planning control is needed to conserve and enhance the streetscape significance of the area. Additional planning controls apply to places within a Heritage Area.

Places within Heritage Areas can be defined as either 'contributory' or 'non-contributory'.

Contributory places are those that the City of Fremantle has identified as being of some cultural heritage significance for its contribution to the heritage of Fremantle in terms of its collective aesthetic, historic, social or scientific significance as part of a heritage streetscape or area. Its contribution to and within the urban context should be maintained and enhanced and the original external parts of the building that contribute to the streetscape or area should be conserved.

Contributory places are determined by Council having due regard to an assessment against the criteria of the Burra Charter and may include representative examples of a place type, period or style, places which contribute to the streetscape; and/or one which combines with other related places to demonstrate the historic development of a heritage area.

A contributory place may or may not also be individually listed.

A non-contributory place is a building that has been determined to not contribute to the heritage significance of the area. New development on these lots must still fit in with the heritage streetscape context without attempting to create mock or faux heritage.

Where mapping of contributory places has not been undertaken for a heritage area, or is incomplete, properties will be assessed as part of the development (planning) application process.

6. Process for inclusion, removal or amendment of a place on the Local Heritage Survey (LHS), Heritage List or identified as 'Contributory' to a Heritage Area.

The City maintains the Local Heritage Survey, Heritage List and heritage areas, including undertaking periodic reviews.

Any person or organization may nominate a place to be added, removed or amended on the Local Heritage Survey, Heritage List and/or as a contributory place to a heritage area, at any time. This shall be in the form of a written request to the City. Requests for changes to a heritage listing are encouraged to be accompanied by a Heritage Assessment to support the request.

The basis for inclusion/removal/amendments of places on the Local Heritage Survey, Heritage List and/or as a contributory place to a heritage area shall be based on *cultural heritage significance*, determined through a heritage assessment. Requests will be considered through an annual update. The City itself can also identify places for inclusion, removal or amendment as required.

Where a proponent wishes to pursue demolition of or significant modification to a heritage protected place, this effectively triggers review of its listing outside of the annual review process but is subject to the applicable development application fees and process.

Part 2: Archaeological Investigation Criteria

7. Statutory Background

Clause 13B of the City's Local Planning Scheme No. 4 (the Scheme) states that where development (planning) approval is granted in respect of a place within a Heritage Area or included on the Heritage List, the City may impose a condition which requires an archaeological investigation of the place to be undertaken and a report of that investigation to be provided to the City for its information prior to the commencement of that approved development.

Clause 13B(2) of the Scheme states that the condition referred to in clause 13B(1)may be imposed where:

(a) the place to which the planning approval relates:

  (i) is a vacant site at the time the planning approval is granted; or

  (ii) will be wholly or substantially redeveloped if the planning approval is implemented.

(b) the City has reasonable evidence the place may include contents, materials or objects that have aesthetic, historic, scientific, or social significance for the present community and future generations; and

(c) the contents, materials and objects referred to in clause 13(B)(2)(b) are not subject to the *Aboriginal Heritage Act 1972*.

In the context of this policy, the term 'archaeological artefacts' will be taken as meaning any contents, materials or objects that have an aesthetic, historical, scientific or social significance for the present community and future generations, as outlined in clause 13(B)(2)(b) of the Scheme.

8. Reasonable Evidence

Clause 13B(2)(b) of the Scheme states that in order for an archaeological investigation to be undertaken as a condition of planning approval, the City must have reasonable evidence that the place may have archaeological artefacts.

For this purpose, the City will consider the following as constituting reasonable evidence upon which to require an archaeological investigation:

(a) any existing conservation plan;

(b) in the case of a property listed upon the State Register of Heritage Places, any Heritage Council of Western Australia assessment;

(c) any documented evidence that appears upon the City's Municipal Heritage Inventory or Heritage List; or

(d) expert advice available to the City supported in the form of maps, historic photographs, recorded past uses, past finds or documented oral history which may indicate the potential for archaeological artefacts to exist upon the development site.

Where the City considers that there is reasonable evidence that indicates the possibility for archaeological artefacts to be located upon the development site, the City may require an archaeological investigation to be carried out as a condition of development approval.

9. Suitably Qualified Person

For the purpose of undertaking an archaeological investigation, the City considers that a suitably qualified person under Clause 13B(3)(b) of the Scheme is an archaeologist that is listed in the Heritage Council of Western Australia's Directory of Heritage Specialists (InContact), and/or is registered with the Australian Association of Consulting Archaeologists.

Any archaeologist selected for undertaking an investigation must be responsible for providing adequate indemnity against liability for all loss, damage or injury to persons or property caused as a result of the investigation.

10.Archaeological Investigation

Once the services of an archaeologist are secured, the chosen archaeologist is expected to be responsible for the submission of a final report outlining the archaeological investigation.

The final archaeological report should include:

(a) a brief summary of the subject site, including a study background of the property referencing the evidence upon which the investigation has been requested;

(b) a description of the site investigations carried out, including location and dimensions of any exploratory dig(s) undertaken;

(c) all detailed recordings of any findings of archaeological artefacts through surveyed measurements, drawings, documented descriptions and/or photographs, all portrayed upon a site plan(s) when appropriate;

(d) an analysis of the historical archaeological (including built environment) evidence with the archival documentation (e.g. maps, photographs, documented past use); and

(e) an archaeological conservation plan including recommendations for heritage interpretation, if warranted.

Whilst an archaeological investigation may be undertaken in order to satisfy a condition of planning approval, this investigation in itself will not be considered the substantial commencement of the development, as prescribed within the term of planning approval.

11.Archaeological Findings

The City recognises that since an archaeological investigation was instigated as a condition of planning approval, any archaeological evidence consequently discovered cannot form the basis of the City rescinding a legal planning approval.

The applicant is entitled to proceed with the development upon the property in accordance with the planning approval granted unless voluntarily modified by the applicant.

In circumstances where a property owner may not wish to retain possession of any artefact(s) that may be excavated in the course of an archaeological investigation, the owner is encouraged to contact the City's Heritage Services Department in the first instance to discuss the possible voluntary donation or loan of the artefact(s) to another party.

Part 3: Varying Scheme Provisions on Heritage Grounds

12. Statutory Background

Clause 12 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Deemed Provisions) states:

(1) The local government may vary any site or development requirement specified in this Scheme to –

(a) facilitate the built heritage conservation of a place entered in the register of Places under the Heritage of Western Australia Act 1990 or entered in the heritage list; or

(b) enhance or preserve heritage values in a heritage area.

(2) A variation under sub-clause (1) may be unconditional or subject to any conditions the local government considers appropriate.

(3) If the local government is of the opinion that the variation of site or development requirements is likely to affect any owners or occupiers in the general locality of the place or the heritage area the local government must –

(a) consult the affected parties by following one or more of the provisions for advertising uses under clause 64; and

(b) have regard to any views expressed prior to making its determination to vary the site or development requirements under this clause.

Site and Development requirements can include, but are not limited to, height, setbacks, plot ratio, provision of car parking, etc. These site and development requirements will vary depending upon the site and the development being proposed.

13. Development Assessment

(a) Any development application which, in order to be approved, requires the exercise of discretion by the decision-maker under clause 12 of the Deemed Provisions to vary any Scheme site or development requirement must include information which clearly demonstrates that an outcome of the proposed variation(s) will be to either:

i. facilitate the built heritage conservation of a heritage listed place; or

ii. enhance or preserve heritage values in a heritage area.

(b) The information referred to in 13(a) must be provided by the applicant in the form of a written Statement of Justification. The Statement of Justification must provide a clear rationale for the design approach adopted for the proposed development which requires the variation, and also explain how it achieves one of the outcomes referred to in 13(a).

(c) The Statement of Justification should address the following issues:

i. the physical relationship (including the nature and extent of the relationship) between the elements of the proposed development which require the variation and one of the heritage outcomes referred to in 13(a);

ii. whether and, if so, how the heritage outcomes achieved through the variations make a contribution to the public realm (e.g. streetscape);

iii. whether the extent of the variation (e.g. additional building height) is the minimum necessary to achieve the heritage outcome;

iv. the proportionality between the nature and extent of the variation sought and the heritage values and level of the heritage significance of the place or area; and

v. the spatial relationship (including degree of proximity) between the place or heritage area (as the case may be) and the development in respect of which a variation is sought.

The Statement of Justification may also address other issues which the applicant wishes the decision-maker to consider.

(d) The Statement of Justification may include drawings, photographs or other relevant information in support of the written statement. The local government may request the applicant to provide additional information prior to determination of the application if it does not consider sufficient information has been provided in the initial Statement of Justification submitted with the application to enable the decision-making authority to make a properly informed judgement regarding whether the proposed development will enable one or both of the heritage outcomes specified in clause 12(1)(a) and (b) of the Deemed Provisions to be achieved.

(e) The fact that financial benefit derived from the development will be used to fund heritage works will not be considered a sufficient reason to demonstrate the outcomes specified in clause 12(1)(a) or (b) of the Deemed provisions.

(f) The matters set out in 13(c) above will be considered by the decision-making authority in assessing whether the relationship between a development proposal and the outcomes for a heritage place or area justify the exercise of discretion under the provisions of clause 12 of the Deemed Provisions.

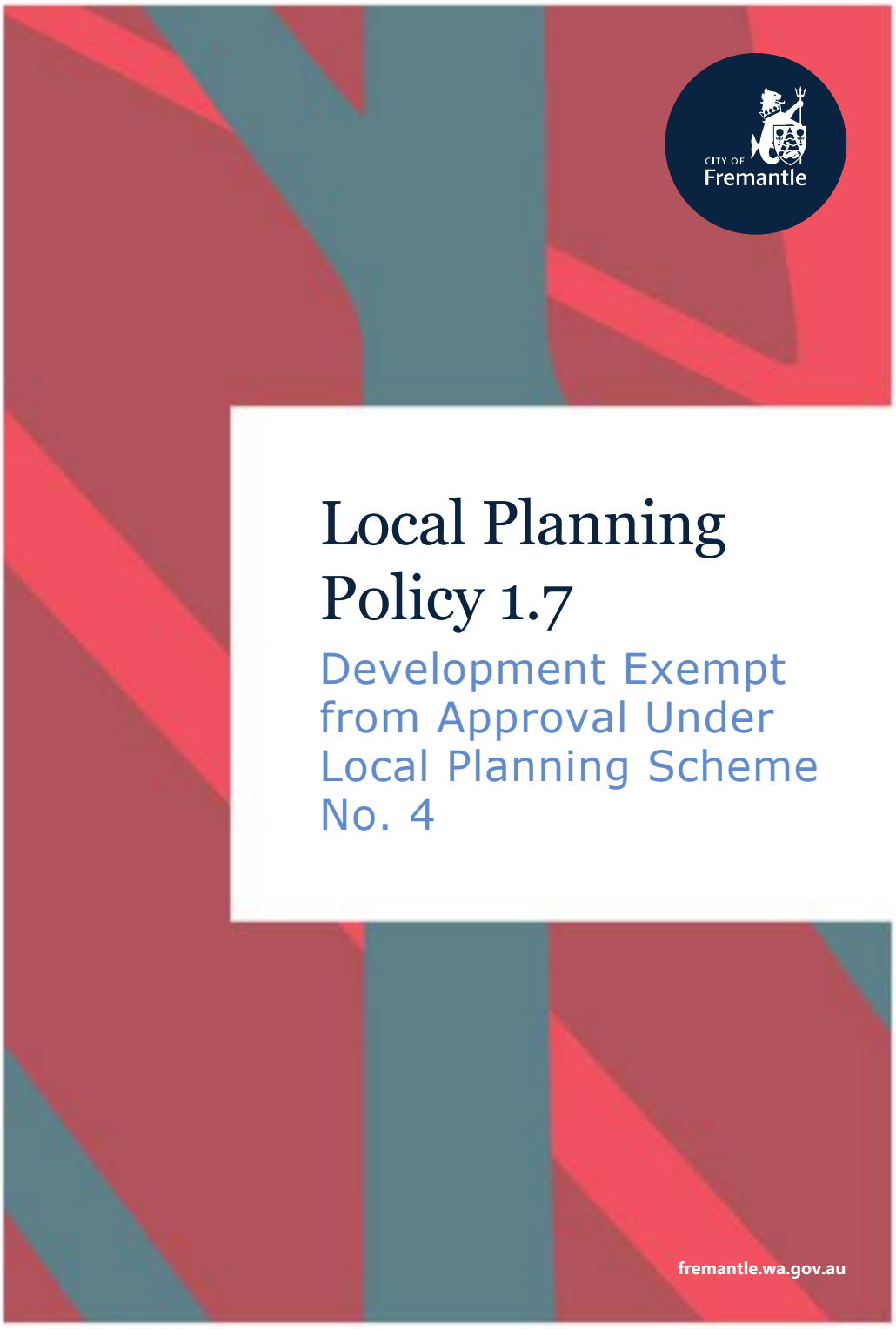
(g) When an application for development approval is granted on the basis of the exercise of discretion under clause 12 of the Deemed Provisions, the decision-making authority may impose conditions on the approval. Such conditions may include a requirement for a legal agreement between the local government and the owner of the land to which the approval relates to ensure that the heritage outcome associated with the approved development is achieved when the development is undertaken. The requirements of any condition will depend upon the nature of the development and its relationship with the heritage outcome associated with the development.

Appendix 1 – Development Application Quick Reference

Management Category	Level of Significance	Development Application (DA)
Level 1A	Exceptional Significance – State Listed	• Heritage Council WA (HCWA) Referral occurs as part of DA process. • Heritage Impact Statement submitted with DA • Conservation Plan preferred. • Detailed Heritage Assessment to accompany all demolition applications (whole or partial demolition) or substantial development. • Subdivision and Amalgamation pre-lodgement advice recommended.
Heritage Order or Heritage Agreement	Heritage Order or Agreement– under Heritage of WA Act	• Heritage Impact Statement submitted with DA. • Conservation Plan encouraged. • Detailed Heritage Assessment to accompany all demolition applications (whole or partial demolition) or substantial development. • Subdivision and Amalgamation pre-lodgement advice recommended.
Level 1B	Exceptional Significance – Not State Listed	• Heritage Impact Statement submitted with DA. • Conservation Plan encouraged. • Detailed Heritage Assessment to accompany all demolition applications (whole or partial demolition) or substantial development. • Subdivision and Amalgamation pre-lodgement advice recommended.
Level 2	Considerable Significance	• Heritage Impact Statement submitted with DA. • Conservation Strategy encouraged. • Detailed Heritage Assessment to accompany all demolition applications (whole or partial demolition). • Subdivision and Amalgamation pre-lodgement advice recommended.
Level 3	Some Significance	• Heritage Impact Statement submitted with DAs for two-storey additions, development altering the original place, or substantial development visible from the street. • Detailed Heritage Assessment to accompany all DAs for demolition (whole or partial). • Subdivision and Amalgamation pre-lodgement advice recommended.

Contributory but not listed	Some significance	• Detailed Heritage Assessment to accompany all DAs for demolition (whole or partial). • Streetscape analysis submitted with DA for two-storey additions or substantial alterations to the original building outline. • Subdivision and Amalgamation pre-lodgement advice recommended.
Non-Contributory in a Heritage Area	Little or no significance	• Streetscape analysis submitted with DA for new houses, two-storey additions or substantial alterations visible from the street. • If listed, refer to relevant requirements above.
Level 4	Historic Record Only	• Nil

Responsibility and review information	
Responsible officer:	Manager Strategic Planning and City Design
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#
Next review date	(maximum of four years from last review)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Local Planning Policy 1.7
Development Exempt from Approval Under Local Planning Scheme No. 4
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Development Exempt from Approval Under Local Planning Scheme No. 4

Citation

This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy 1.7 – Development Exempt from Approval Under Local Planning Scheme No. 4 (LPP 1.7).

Introduction

Clause 60 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('Deemed Provisions') requires the prior approval of Council for all development subject to Local Planning Scheme No. 4 (LPS4), except as detailed in Clause 61. Clause 61 lists development which is exempt from approval under the planning scheme and includes the carrying out of works or land use specified in a local planning policy or local development plan.

Objectives

To specify development which does not require planning approval by the City under Local Planning Scheme No. 4 in addition to the exemptions listed under Clause 61 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('Deemed Provisions').

Application of this Policy

This policy applies to all development within the Scheme area set out in column 1 below. Development approval is not required for works if:

a) the works are of a class specified in Column 1 of an item in the Table; and
b) if conditions are set out in Column 2 of the Table opposite that item — all of those conditions are satisfied in relation to the works.

Notwithstanding the above:

a) An exemption does not apply if it will result in tree-damaging activity to a regulated tree unless otherwise exempt as per Local Planning Policy 2.26: Tree Retention.

b) Development approval may still be required for use and/or works carried out on land in certain circumstances, such as sites located within a Bushfire Prone Area or Special Control Area.

c) An exempt development cannot contravene any valid conditions of an existing development approval.

d) An exemption from the requirement to obtain development approval does not remove the need to seek and obtain any other approval which may be required under any other written law, such as the Building Act, Strata Titles Act, Heritage of Western Australia Act or Dividing Fences Act.

Policy statement

	Column 1 Works	Column 2 Conditions
1.	Works by any public authority acting pursuant to the provisions of any Act on, in, over or under a public street, or works for a utility service.	Nil
2.	Works urgently necessary for public safety, safety or security of plant or equipment, maintenance of essential services, or protection of the environment.	Nil
3.	Temporary works in existence for less than 14 days or such longer time as the City agrees.	The works are not signs/advertisements.
4.	The use of a single house, grouped dwelling or multiple dwelling as a short stay dwelling.	Where occupied by 6 or fewer persons.
5.	A change in the use of an existing building to any of the following uses: a) Shop; b) Office; c) Consulting rooms; d) Child care premises; e) Health studio; f) Medical centre; g) Restaurant; or h) Small bar.	a) The existing building is in the City Centre zone. b) If the use is a Restaurant or Small bar, the property is not located on Market Street or High Street west of Walyalup Koort.

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	Column 1 Works	Column 2 Conditions
6.	A change in the use of an existing building to any of the following uses: i. Shop; ii. Office; or iii. Consulting rooms.	a) The existing building is in a Neighbourhood Centre zone. b) If the use is a shop, the net lettable area does not exceed 400m^2.
7.	A change of use of a building which currently has development approval for use as a Restaurant or Small Bar to use as a Restaurant or Small Bar.	a) The existing building is on land zoned Mixed Use or Neighbourhood Centre. b) The new use operates in accordance with any conditions of development approval relating to the hours of operation that apply to the currently approved Restaurant or Small Bar use on the subject site.
8.	Single storey (ground level) additions and all alterations to a Single House on a lot in a Heritage Area.	a) The works are located between a dwelling and the side or rear lot boundary of a development site (excluding secondary street setback areas). b) Side additions meet the criteria of 9.1(iii) - Side additions of Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use. c) Rear additions meet the criteria of 9.1(iv) rear additions of Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use*. d) All additions are compliant with the applicable deemed-to-comply provisions of the Residential Design Codes and any other relevant local planning policy. e) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; iii. included on the Heritage List; or iv. located within Special Control Area 5.7 (SCA 5.7).

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	Column 1 Works	Column 2 Conditions
9.	Single storey (ground level) additions and all alterations to Grouped Dwellings.	a) The works are located between a dwelling and the side or rear lot boundary of a development site (excluding secondary street setback areas). b) Where in a Heritage Area: i. side additions meet the criteria of 9.1(iii) - Side additions of Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use; and ii. rear additions meet the criteria of 9.1(iv) Rear additions of Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use*. c) The works are compliant with the applicable deemed-to-comply provisions of the Residential Design Codes and relevant local planning policies. d) No boundary walls are proposed unless the boundary wall abuts an existing or simultaneously constructed boundary wall of the same or greater dimension e) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; iii. included on the Heritage List; or iv. located within Special Control Area 5.7 (SCA 5.7).
10.	The carrying out of any building or works to a building which affects only the interior of a building on the Heritage List.	a) The works are confined to: i. Existing kitchen, bathroom or laundry fit out with no structural alterations; ii. Replacement of light fitting(s); iii. Painting/wall papering/plastering of internal walls**; iv. Retiling; v. Construction of new internal non-masonry, non-load bearing walls; vi. New floor covering placed over but not replacing or damaging existing floor surface materials; or vii. Electrical and plumbing works. b) The place is not: i. Level 1B on the Local Heritage List; ii. entered in the State Register of Heritage Places; or iii. the subject of a Heritage Order or Agreement.

	Column 1 Works	Column 2 Conditions
11.	The carrying out of any building or works to a building which affects only the interior of a building in a Heritage Area.	The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the Heritage List unless exempt under No. 10 above.
12.	The modification of major and minor openings to an existing building.	a) The modifications meet the relevant deemed-to-comply provisions of the Residential Design Codes. b) If the building is in a Heritage Area, the openings do not impact the original building outline as defined in Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use. c) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the Heritage List.
13.	Construction or placement of new outbuildings to a place listed as Level 3 on the City's Heritage List.	a) The outbuilding is located between a dwelling and a rear lot boundary of a development site (excluding secondary street setback areas). a) The outbuilding is compliant with the applicable deemed-to-comply provisions of the Residential Design Codes and any relevant local planning policy.
14.	Construction or placement of new outbuildings in Heritage Areas.	b) The outbuilding meets the relevant deemed-to-comply provisions of the Residential Design Codes. c) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; iii. included on the Heritage List unless exempt under No. 13 above; or iv. located within Special Control Area 5.7 (SCA 5.7).

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	Column 1 Works	Column 2 Conditions
15.	Patios in Heritage Areas.	a) The works are located between a dwelling and the side or rear lot boundary of a development site (excluding secondary street setback areas). b) Side additions meet the criteria of 9.1(iii) - Side additions of Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use*; and c) Rear additions meet the criteria of 9.1(iv) Rear additions of Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use*. d) The works meet the relevant deemed-to-comply provisions of the Residential Design Codes. e) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; iii. included on the Heritage List; or iv. located within Special Control Area 5.7 (SCA 5.7).
16.	Shade structures in Heritage Areas.	a) The structure is located between a dwelling and the side or rear lot boundary of a development site (excluding secondary street setback areas). b) The structure is located more than 1 metre from any boundary. c) The structure is no greater than 3 metres in height and 25m^2 in area d) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; iii. included on the Heritage List; iv. located within Special Control Area 5.7 (SCA 5.7).
17.	Primary and secondary street fences not on or abutting a heritage-protected place.	a) The fence meets the specific criteria set out in Local Planning Policy 2.8: Fences. b) If the fence is subject to the Residential Design Codes, it meets the deemed-to-comply criteria for sightlines. c) If the fence is for a non-residential property, it meets the sightlines criteria of the relevant Australian Standards.

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	Column 1 Works	Column 2 Conditions
18.	Fences on or abutting a property on the Heritage List.	a) The fence is not located within the primary or secondary street setback area. b) The maximum height is 1.2m where within 3m of the boundary of any local open space or regional reserve for parks and recreation, and a maximum height of 1.8m in all other cases. c) The fence is in line with or behind the main wall of the heritage building when viewed from both the primary and secondary streets. d) The fence is freestanding and not attached to any existing structure, existing building or heritage feature. e) If the fence is subject to the Residential Design Codes, it meets the deemed-to-comply criteria for sightlines. f) If the fence is not subject to the Residential Design Codes, it meets the sightlines criteria of the relevant Australian Standards. g) The place is not: i. entered in the State Register of Heritage Places; or ii. the subject of a Heritage Order or Agreement.
19.	Primary and secondary street fences in a Heritage Area.	a) The fence meets the relevant specific fencing criteria in Local Planning Policy 3.6: Heritage-Protected Places Built Form and Land Use. b) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the Heritage List
20.	Screening material attached to an existing dividing fence.	a) The material projects no more than 500mm above the top of the fence at any point. b) The material is not situated within a primary or secondary street setback area.
21.	Private swimming pools and outdoor spas in Heritage Areas.	a) The works are situated between a dwelling and the rear lot boundary of a development site, and no greater than 1.8m in height. b) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the Heritage List.

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	Column 1 Works	Column 2 Conditions
22.	Filling or excavation of land with no more than 500mm change to the natural ground level.	a) The place is not: i. entered in the State Register of Heritage Places; or ii. the subject of a Heritage Order or Agreement. b) The works do not impact a regulated tree as defined in Local Planning Policy 2.26: Tree Retention.
23.	Construction of a retaining wall less than 500mm in height above natural ground level.	a) The place is not: i. entered in the State Register of Heritage Places; or ii. the subject of a Heritage Order or Agreement. b) The works do not impact a regulated tree as defined in Local Planning Policy 2.26: Tree Retention.
24.	Outdoor hard surfaces.	a) The finished level of the surface is no more than 500mm above natural ground level. b) The works meet the deemed-to-comply landscaping provisions of the R-Codes. c) If the outdoor hard surface is located within a heritage-protected place, the works are located between a dwelling and the side or rear lot boundary of a development site (excluding secondary street setback areas), d) The works do not impact a regulated tree as defined in Local Planning Policy 2.26: Tree Retention. e) The place is not: i. entered in the State Register of Heritage Places; or ii. the subject of a Heritage Order or Agreement.
25.	The painting or application of render on the external surface of any building or structure.	a) If the building is in a Heritage Area, the works are not to the original building exterior as defined in Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use. b) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the Heritage List.

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	Column 1 Works	Column 2 Conditions
26.	The maintenance and repair of any building or structure being lawfully used immediately prior to the Scheme having effect.	The place is not: i. entered in the State Register of Heritage Places; or ii. the subject of a Heritage Order or Agreement.
27.	Replacing or altering roofing materials on a building.	a) There is no change to the roof form or pitch. b) If the building is within a Heritage Area, the works are: i. not impacting the original building exterior as defined in Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use*; or ii. like-for-like replacement or match the original period and style of the building. c) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the heritage list.
28.	Adding, altering or replacing external cladding materials on a building.	a) There is no change to the building form. b) If the building is within a Heritage Area, the works do not impact the original building exterior as defined in Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use. c) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the heritage list.
29.	External fixtures installed on a building to which the R-Codes do not apply.	a) If the building is within a Heritage Area, the works do not impact the original building exterior as defined in Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use. b) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the heritage list.

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	Column 1 Works	Column 2 Conditions
30.	External fixtures (excluding air conditioners) on a place on the Heritage List.	a) The external fixtures: i. do not exceed 1.8m in height and are fixed to a wall of a building which faces the rear or a side boundary (excluding walls facing secondary streets); or ii. are fixed to a plane of the roof of a building which faces the rear or a side boundary (excluding roof planes facing secondary streets), or to a flat roof, and project no more than 1m above the part of the existing roof to which the fixture is attached and no greater than 2m wide, or projecting no more than 2m above the highest part of the existing roof at any point in the case of an aerial or antenna. b) If the fixture is a satellite antenna or dish, the maximum diameter is 1m. c) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement.
31.	External fixtures (excluding air conditioners) in a Heritage Area.	a) The external fixtures: i. do not exceed 1.8m in height and are fixed to a wall of a building which faces the rear or a side boundary (excluding walls facing secondary streets); or ii. are fixed to a plane of the roof of a building which faces the rear or a side boundary (excluding roof planes facing secondary streets), or to a flat roof, and project no more than 1m above the part of the existing roof to which the fixture is attached, or projecting no more than 2m above the highest part of the existing roof at any point in the case of an aerial or antenna. b) If the fixture is a satellite antenna or dish, the maximum diameter is 1m. c) The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. on the Heritage List.

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	Column 1 Works	Column 2 Conditions
32.	Air conditioning units	The unit: i. does not exceed 1.8m in height and is fixed to a wall of a building which faces a side boundary (excluding walls facing secondary streets); ii. is fixed to a wall or roof plane of a building which faces the rear boundary at a height not exceeding the highest part of the existing roof at any point; or iii. if the building has a flat roof and is not on the Heritage List, in a position where the top of the air conditioning unit is not more than 1m above the highest part of the existing roof at any point.
33.	Water tanks on a place on the Heritage List or in a Heritage Area.	The water tank: i. is fixed to a wall of a building which faces the rear or a side boundary (excluding walls facing secondary streets) at a height not exceeding the eaves height; or ii. is free standing and located between a dwelling and the side or rear lot boundary of a development site (excluding secondary street setback areas), and no greater than 2.4m in height if more than 1m from any boundary, or 1.8m in height if less than 1m from any boundary.
34.	Minor structures	a) If within the primary street setback area, the structure is a maximum of 2m in height excluding clothes lines. b) If outside of the primary street setback area, the structure is a maximum of 3m in height. c) The place is not: i. entered in the State Register of Heritage Places; or ii. the subject of a Heritage Order or Agreement.
35.	Flag poles	a) Free standing and a maximum of 6m in height. b) Not used for advertising purposes. c) The place is not: i. entered in the State Register of Heritage Places; or ii. the subject of a Heritage Order or Agreement.

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	Column 1 Works	Column 2 Conditions
36.	Removal of trees or vegetation areas.	a) Trees or vegetation are not: i. identified on the Register of Significant Trees or Vegetation Areas; or ii. required to be retained on a site through a condition of development approval. b) The works are exempt as set out in Local Planning Policy 2.26: Tree Retention.
37.	The demolition of a building on a lot to which the R-Codes do not apply.	The building is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; iii. included on the Heritage List; or iv. included in a Heritage Area.
38.	Demolition of the following structures on a place in a Heritage Area: i. Outbuildings; ii. Minor structures; iii. Patios; iv. Shade Structures; v. Carports; vi. External Fixtures; vii. Air Conditioners; viii. Private swimming pools and outdoor spas; ix. Flag poles; and x. Water tanks.	If the building is an outbuilding: i. it is not of masonry or limestone construction; and ii. has a floor area of less than 25m^2.
39.	Demolition of internal and boundary / dividing fences in Heritage Areas.	The place is not: i. entered in the State Register of Heritage Places; ii. the subject of a Heritage Order or Agreement; or iii. included on the Heritage List.

*Where a list of contributory properties for an area is provided in LPP 3.6.1: Heritage Area Listings, this clause does not apply to properties that are not listed as 'Contributory' in that area. If an area does not have a list of contributory properties in LPP 3.6.1, then this clause applies to all properties in that area.

**It is recommended to avoid introducing cement render/plaster and acrylic paints to walls that are not rendered, unpainted or have lime plaster and /or limewash or mineral paint as this can cause damp issues for the building.

Definitions

Heritage Area means an area designated as having cultural heritage significance within the Local Planning Scheme area under Schedule 2, clause 9 of the Planning and Development (Local Planning Schemes) Regulations 2015.

Heritage List means a list identifying places within the Local Planning Scheme area of cultural heritage significance, and worthy of built heritage conservation, under Schedule 2, clause 8 of the Planning and Development (Local Planning Schemes) Regulations 2015.

Heritage Act means refers to the Heritage of Western Australia Act 1990, as amended, or subsequent legislation which supersedes this Act.

State Heritage Register refers to the Register of Heritage Places prepared under the Heritage Act.

Heritage Order or Agreement refers to an Order made under Part 6 of the Heritage Act.

Heritage-protected place is as defined in the Planning and Development (Local Planning Schemes) Regulations 2015, which includes individually state and local listed properties, properties subject to a Heritage Order or Heritage Agreement, and all properties within a Heritage Area.

Responsibility and review information	
Responsible officer:	Manger Strategic Planning and City Design
Document adoption/approval details	22 May 2019 – SPT1905-3
Document amendment details	23 September 2020 – SPT2009-3 22 February 2023 - PC2302-8 9 October 2024 – C2410-4
Next review date	9 October 2028

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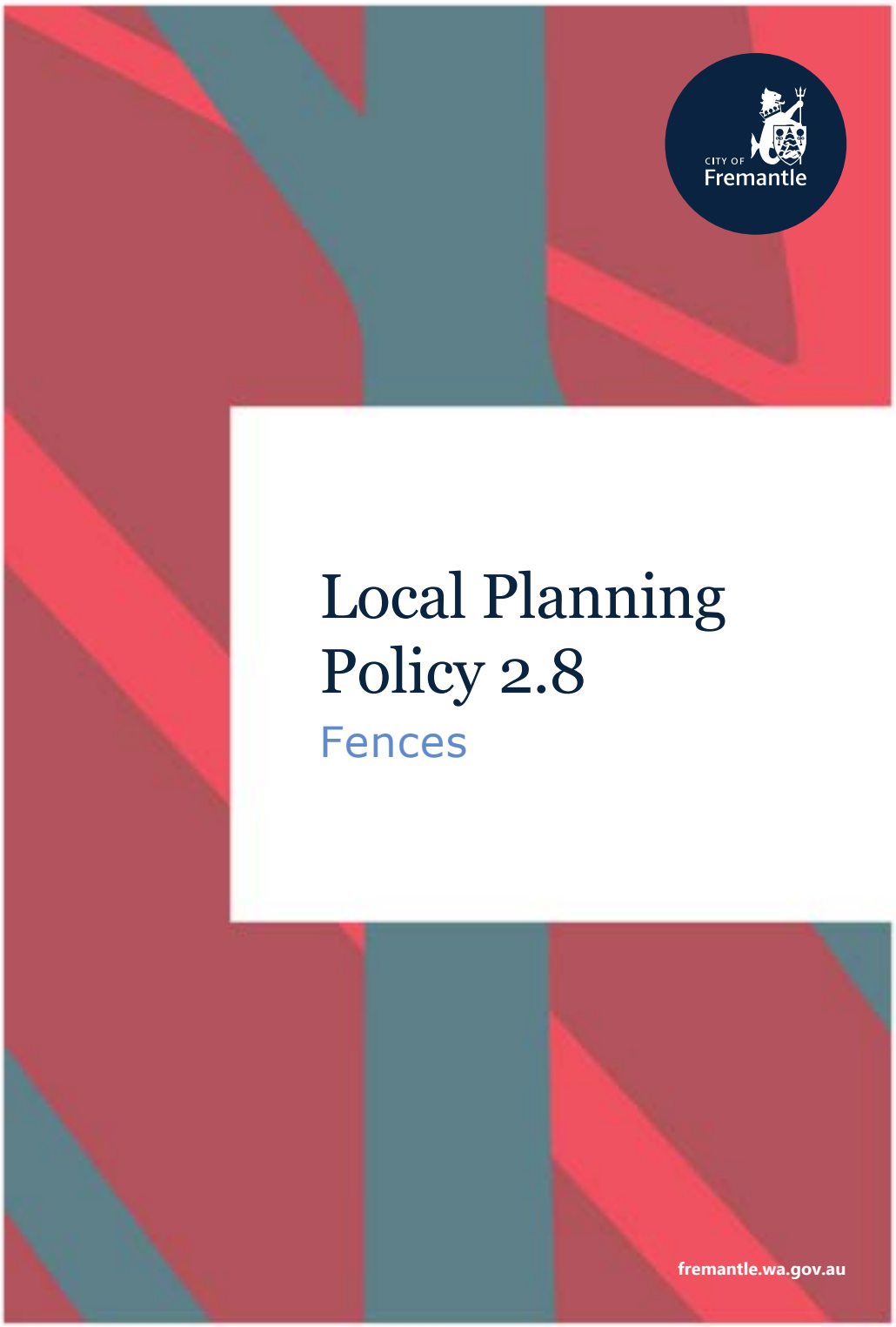
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Fences

Statutory background

Under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations), the Deemed provisions contained in Schedule 2 of the Regulations are applicable to all local planning schemes, whether or not they are incorporated into the local planning scheme text. Accordingly, these provisions are applicable to the City of Fremantle Local Planning Scheme No. 4 (LPS4).

The Deemed Provisions of the Regulations requires the Local Government to consider a broad range of considerations and allows Council to impose conditions relating to these in dealing with an application for development approval. This includes but is not limited to the height, position, form and materials of fences.

Local Planning Policy 1.7: Development Exempt from Approval Under Local Planning Scheme No. 4 includes specific types of fences that are permitted development and therefore development approval from the City is not required.

Note: *This policy does not attempt to interpret any of those matters considered under the Dividing Fences Act 1961 (the Act). Where there is a conflict between the Act and this policy, the Act shall prevail.*

Purpose

The purpose of this policy is to provide development standards for fencing that requires development approval under the Deemed provisions and to exempt certain fencing from the need to seek development approval.

Definitions and terms

The following terms are used in this policy and are defined as follows:

Heritage-protected place is as defined in Schedule 2 Regulation 1A of the *Planning and Development (Local Planning Schemes) Regulations 2015*. For ease of reference: the definition includes state registered places, locally registered places, places the subject of a heritage order or heritage agreement, and all properties within a heritage area, including non-contributory properties.

Prevailing Streetscape means the characteristics (front walls and fencing) of the 3 properties, where appropriate, adjoining either side of the subject site, fronting the same street and in the same street block.

In the case of a corner lot where the dwelling is orientated to the splay, the characteristics of the adjoining three properties, where appropriate, facing both streets shall be considered.

Greater weight may be given to the characteristics of the two immediately adjoining properties on either side of the subject site fronting the same street(s).

For the purpose of this definition, properties separated by a street shall not be considered 'adjoining'.

Subject site means the site or lot on which the development is proposed.

Visual Permeability means, in reference to a wall, gate, door or fence that the vertical surface has:

Continuous vertical or horizontal gaps of at least 50 mm width occupying not less than one half of its face in aggregate of the entire surface or where narrower than 50mm, occupying at least two thirds of the face in aggregate, as viewed directly from the street.

Visual Permeability Based on Size of Slats	
Slat Size	Gap Size
Slats less than 50mm wide	Gap size equal to or greater than twice the slat size
Slats 50mm wide and greater	Gap size equal to or greater than slat size

OR

A surface offering equal or lesser obstruction to view.

All other terms used in this policy have the same meaning as defined in the Residential Design Codes (R-Codes) and LPS4.

Application

The provisions of this policy apply to all areas zoned or reserved under the Scheme area of LPS4, except where:

(a) the property is a heritage-protected place; or
(b) specific provisions relating to fences are contained within an area-specific Local Planning Policy, Local Development Plan, Structure Plan, or equivalent instrument.

In the event that there is a conflict between this general policy and a provision contained within a more specific instrument, that more specific instrument shall prevail to the extent of any inconsistencies.

Fencing criteria for heritage-protected places and specific heritage areas may be found in Local Planning Policy 3.6: Heritage-protected Places Built Form and Land Use.

Policy statement

1. Fencing Criteria

1.1 Fences within the primary street setback area as viewed from the street, and side fences abutting public open space reserves shall be visually permeable above 1.2m to a maximum height of 1.8m, with piers not higher than 2.0m.

1.2 Fences within a secondary street setback area and outside of a primary street setback area may be solid to a maximum height of 1.8m.

1.3 Council may exercise discretion to vary the height of fences in the primary and/or secondary street setback area(s) where any of the following apply:

(a) the proposed fence height is consistent with the established pattern of fences within the streetscape

(b) minor variations are made necessary by virtue of the sloping topography of the site

(c) chain link, mesh, or garrison fences on a lot with non-residential land use and that are greater than 1.8m in height shall be permitted where in the opinion of Council, it is necessary to provide security to a commercial or industrial property, and are consistent with the established pattern of fences within the streetscape.

1.4 Council may permit solid fencing for a portion of the total length of the boundary within the primary street setback area, where surveillance between a habitable room window of the dwelling and the street and approach to the dwelling is available, and either of the following criteria is satisfied:

(a) where it is necessary to provide privacy screening where there is no alternative outdoor living area to the front setback

(b) where it is consistent with the prevailing streetscape.

2. Sightlines at Vehicle Access Points

2.1 Where a fence is on a lot subject to the Residential Design Codes, the fence achieves the sightlines criteria of the Codes (see Figure 1).

2.2 Where a fence is proposed on a lot containing wholly non-residential land use, abuts a vehicle access point, and is not of visually permeable construction, sight lines are to be provided in accordance with the relevant Australian Standard AS2890.2 (as amended).

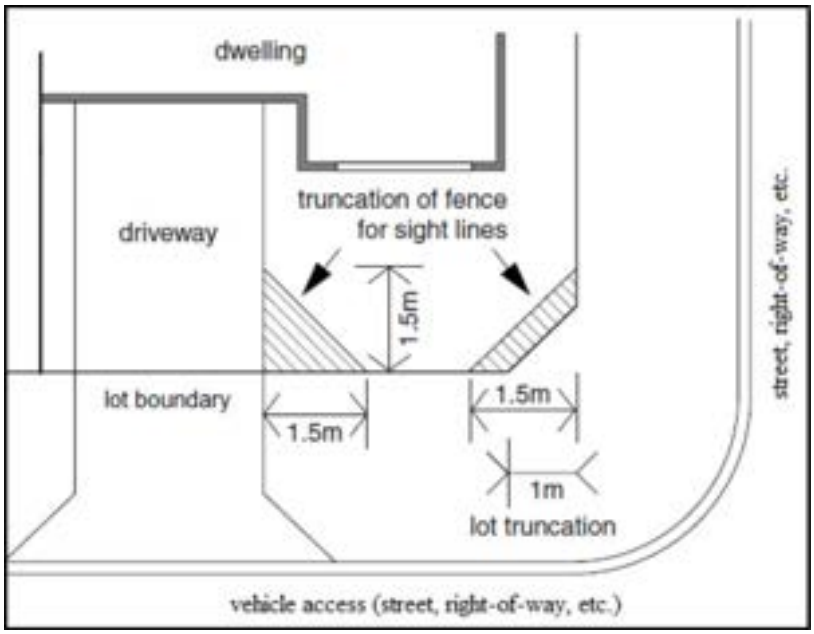

Figure 1: Locations of truncations or reduced fence height, adapted from Figure Series 9 of the R-Codes. Any portion of fence within the truncation area must be no taller than 750mm above natural ground level in order to be considered Deemed-to-comply.

3. Vehicle and Pedestrian Access Gates

3.1 Where a fence includes vehicle and/or pedestrian access gate(s), Council will only support such gates where they are designed and constructed so that they swing into subject site when opened or closed and are otherwise consistent with the relevant provisions of this policy.

4. Side and Rear Boundary Fences and Screening Materials

4.1 Council will not approve side and/or rear boundary fences greater than 1.8m in height, or screening material that projects more than 500mm above the top of an approved fence unless the proposed fence/screening will not have any significant impact on adjoining properties by way of overshadowing, solar access, or loss of views.

4.2 Council will have particular regard to comments made by neighbouring owners / occupiers of adjoining properties where consultation is carried out, and will only consider the criteria in 4.1 to be met where it is satisfied that no significant adverse impacts on the amenity of the neighbouring property will occur.

5. Consultation

5.1 Adjoining property owners shall be consulted in accordance with Clause 64 of the Deemed provisions in any of the following circumstances:

(a) Where discretion is sought for fences within the primary and/or secondary street setback area(s) in relation to the requirements of clause(s) 1.1 and/or 1.2 above;

(b) where side and/or rear boundary fences exceed 1.8m in height; and/or

(c) where any form of privacy screening is to be attached to, and extend more than 500mm above a side and/or rear boundary fence.

5.2 Notwithstanding clause 5.1 above, consultation is not required where fencing/screening is on a side or rear boundary, AND the only affected adjacent lot(s) are zoned Industrial.

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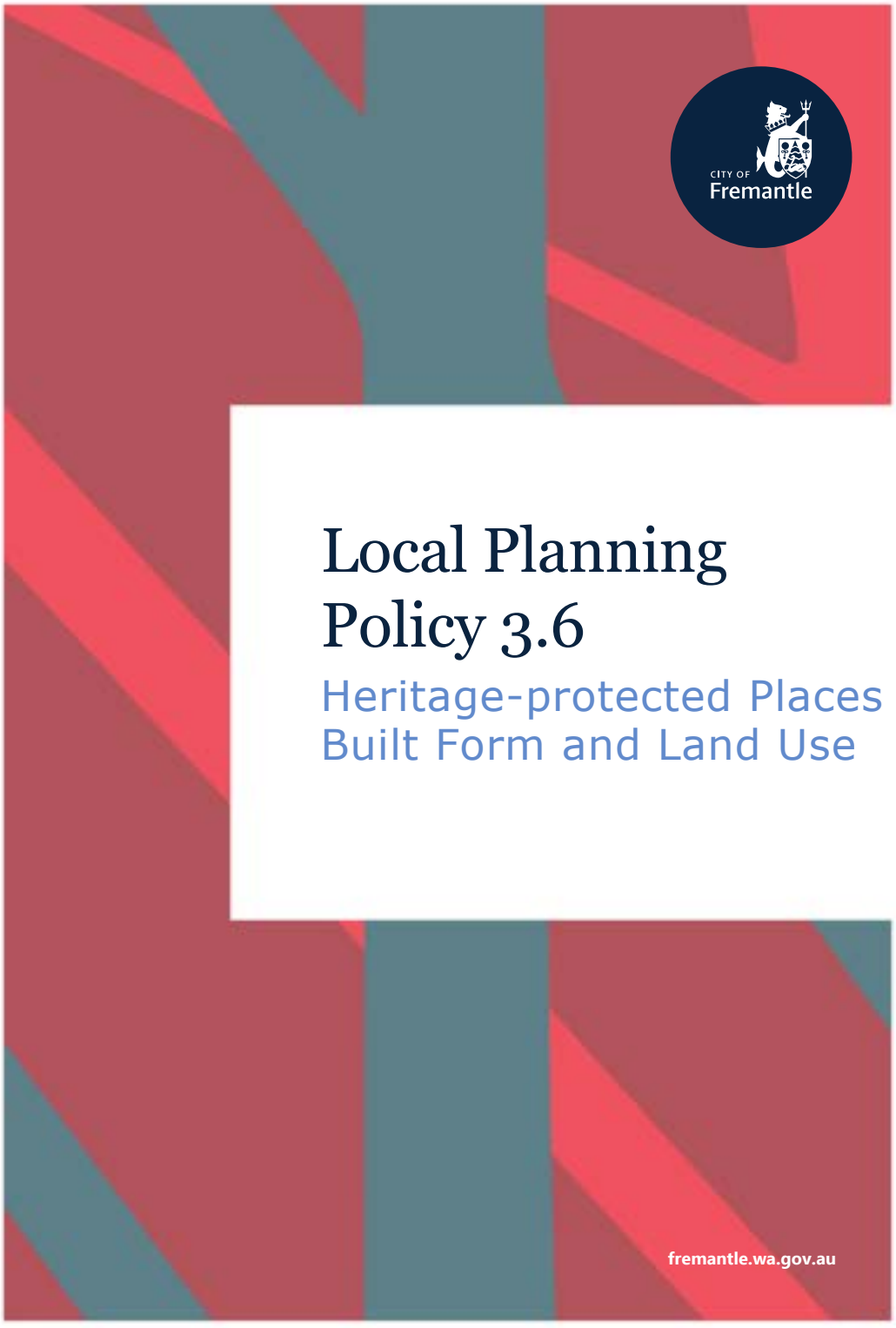
CITY OF
Fremantle
Local Planning Policy 3.6
Heritage-protected Places Built Form and Land Use
fremantle.wa.gov.au

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Heritage-protected Places Built Form and Land Use

Citation

This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy 3.6 – Heritage-protected Places Built Form and Land Use (LPP 3.6).

Introduction

The purpose of this policy is to outline the general assessment criteria for development proposals for properties subject to heritage area protection, and their relationship with more detailed area-specific policies and plans applicable to individual heritage areas.

The Policy Provisions are split into five parts:

Part 1 applies to all heritage-protected places.

Part 2 applies to all heritage-protected places with a residential built form.

Part 3 applies to all heritage-protected places with an industrial built form.

Part 4 applies to all heritage-protected places with a commercial built form.

Part 5 applies to specific heritage areas.

Where Part 5 criteria is inconsistent with Parts 1-4, Part 5 prevails to the extent of any inconsistency.

How to read this policy

If your property is...	Then...
In the Hilton Heritage Area	Refer to Part 5. If any element is not addressed in Part 5, (ex: external doors, verandahs, etc.) refer to the general criteria in Parts 1 & 2.
Within another Heritage Area listed in Part 5 of this policy	Deemed-to-comply primary street setbacks are provided in Part 5. For all else, refer to the general criteria in Part 1, and Parts 2-4 based on your building typology.
Not within a Heritage Area listed in Part 5 of this policy, and neither contributory nor individually listed	Refer to clauses 2, 6 and 7. Then clauses 10-12 for residential typologies, or Parts 3 or 4 for Commercial or Industrial typologies.
Not within a Heritage Area listed in Part 5 of this policy, but is contributory and/or individually listed	Refer to Part 1, then Parts 2-4 based on your building typology.

Objectives

The objectives of the policy are to ensure that:

1. A consistent approach is applied to the assessment of heritage significance and impact for individual places and areas.
2. Development is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.
3. Development acknowledges, maintains and enhances the heritage significance of the place or area and is consistent with the principles of development set out within the policy.
4. Key features which contribute to an understanding of cultural heritage significance of a place or an area are retained and enhanced.
5. Development within heritage-protected places responds to the specific characteristics of an individual heritage place and/or area as outlined in the area's statement of significance.
6. New development in Heritage Areas is designed appropriately for its context and reflects and responds to the significance of the area.
7. Existing places and fabric located in Heritage Areas which are, or may become, of cultural heritage significance are protected until such time as mapping of Contributory Places has been completed and any significant fabric added to the Heritage Area mapping and/or the Local Heritage Survey, or as otherwise determined by Council upon planning application.

Application of this Policy

This policy applies to all heritage-protected places as defined in the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) within the scheme area.

Related policies

This policy works in conjunction with the following local planning policies:

- LPP 1.6: Heritage Administration and Procedures, which outlines the City's broad approach to heritage assessment and protection;
- LPP 1.7: Development Exempt from Approval Under Local Planning Scheme No. 4, which describes where development to a heritage-protected place does not require development approval;
- LPP 3.6.1: Heritage Areas Listings, which identifies the heritage area boundaries of each area, its statement of significance, and a list of properties identified as being contributory (where such process has been carried out);
- Any other local planning policy, conservation plan or local development plan that relates specifically to an area.

Where a more specific local planning policy, conservation plan, structure plan or local development plan relating to heritage exists for a heritage area or place (such as LPP 3.21: West End Heritage Area), that policy or plan prevails over these more general heritage provisions. Otherwise, this policy prevails over other local planning policies to the extent of any inconsistency.

Policy Provisions

1. Contributory places

Places within heritage areas can be defined as either 'contributory' or 'non-contributory' to the significance of the area. Contributory places may include places which are not individually heritage listed. Contributory places are determined by Council having due regard to an assessment against the criteria of the Burra Charter[1] and may include representative examples of a place type, period or style, places which contribute to the streetscape; and/or one which combines with other related places to demonstrate the historic development of a heritage area.

Where mapping of contributory places has not been undertaken for a Heritage Area, or has not been completed due to the inaccessibility of the site or the inability to fully reveal the existence of potentially fabric of cultural significance, this will be assessed upon planning application.

2. Development Assessment

2.1 Development Application Requirements

Refer to Local Planning Policy 1.6: Heritage Administration and Procedures, for information on the following additional application requirements:

- A streetscape and/or landscape analysis may need to accompany any application for development in a heritage area that is visible from the street or public realm.
- Additional information required for treatments to external surfaces of a Level 1 or 2 heritage listed building.

2.2 Principles for Development to Places and Areas

Fundamentally, development of a place or area should acknowledge, maintain and enhance, the heritage significance of the place or area as set out below:

Theme	Non-Contributory	Contributory Places	Listed Places
Heritage fabric	N/A	Retain and conserve and restore significant places, fabric and elements of the **original building exterior**, whilst supporting their continued use.	Retain, conserve or restore significant places, fabric and elements of the place, whilst supporting their continued use.
Pattern of development	Where visible from the public realm, recognise and respond sympathetically to the traditional pattern of development of the historic streetscape without attempting faux heritage.	Recognise and respond to the traditional pattern of development of the place or area.	Recognise and respond to the traditional pattern of development of the place.

[1] Refer Local Planning Policy 1.6 – Heritage Administration and Procedures

Theme	Non-Contributory	Contributory Places	Listed Places
Traditional character	Where visible from the public realm, reflect the traditional streetscape and character of the area (or, where this is very significantly modified, the prevailing streetscape), taking into consideration: a) Siting and scale of development b) Form of development c) Traditional elements including: i. Roofs; ii. Verandahs, porches and awnings; iii. Windows and doors; iv. Chimneys; v. Materials, colour and detailing; vi. Fencing.	Where affecting the **original building exterior**, reflect the traditional streetscape and character of the place or area (or, where this is significantly modified, the prevailing streetscape), taking into consideration: a) Siting and scale of development b) Form of development c) Traditional elements including: a. Roofs; b. Verandahs, porches and awnings; c. Windows and doors; d. Chimneys; e. Materials, colour and detailing; f. Fencing.	Reflect the traditional streetscape and character of the place, taking into consideration the same criteria as for contributory places.

In larger and more diverse heritage areas and places with higher level significance, more site-specific consideration with higher degrees of restriction is applicable for more significant and intact parts.

Part 1: All Heritage-Protected Places

For contributory properties, this part only applies where development affects the **original building exterior**. *For individually listed properties, this part applies to the whole of the place.*

3. Conservation (excludes non-contributory properties)

Conservation is the process of managing change to a place in such a way that its cultural heritage significance is retained. This involves routine care and maintenance but may also require more significant adaptation at some stages of a building's life. Conservation means all the processes of looking after a place to retain its cultural significance and can include maintenance, preservation, restoration, reconstruction and adaptation. It is recognised that adaptation of heritage buildings for appropriate new uses is an important way of ensuring their continued viability and safeguarding their long-term future. However, the need for change should always respect the underlying requirement to conserve heritage significance.

The conservation of historic limestone and early brick buildings requires particular care and skills. Technical advice sheets are available on the City's website, which provide further guidance on conservation practices.

3.1 Conservation Criteria

3.1.1 Retain and conserve form, fabric and elements of the original building exterior, whilst supporting their continued use.

3.1.2 Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others. Conservation work should ensure that the heritage fabric and other values are well maintained.

3.1.3 Traditional techniques and materials should be used for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits and have been demonstrated not to damage significant building fabric may be appropriate on the advice of the City.

3.1.4 Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural heritage significance, or where insufficient evidence or investigation has been carried out to allow an informed approach to restoration and reconstruction.

3.1.5 Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric.

3.1.6 Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. It should be identifiable on close inspection or through additional interpretation.

3.1.7 Whilst new work should be identifiable, it should also:

a) Not adversely affect the setting of the place.
b) Have minimal impact on the cultural significance of the place.
c) Not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.
d) Respect and have minimal impact on the cultural significance of the place.

3.1.8 Brick and limestone walls constructed prior to 1950 are not to be painted with acrylic paints or rendered with cement render or other impervious materials such as sealers because this can damage the fabric and contribute to rising damp.

3.1.9 Building maintenance should seek to avoid the removal of, or damage to, the existing fabric of the building or the use of new materials.

3.1.10 Repairs, including replacing missing or deteriorated fabric with like-for-like fabric should not involve damage to the significant fabric of the building.

3.1.11 Replacement of utility services should use existing routes or voids that do not involve the removal of, or damage to, the significant fabric of the building.

3.1.12 Excavation for the purpose of exposing, inspecting, maintaining or replacing utility services is not to affect archaeological remains.

3.1.13 Removal of significant landscaping is to be avoided as it may impact the heritage significance of the place.

4. Change of Use (excludes non-contributory properties)

The use of a heritage place, or a group of places within a heritage area is often intrinsically linked to its historical evolution and heritage significance. Generally, the retention of original or long-associated uses in encouraged. However, it is acknowledged that, as places evolve over time, the use of heritage places may also need to change. An empty, disused heritage place is more likely to deteriorate at a quicker rate, be subject to vandalism and lose its relevance to the local community. As such, one of the most effective ways to retain the heritage significance of a place or a heritage area is to ensure it has an ongoing, compatible

and viable use. Some new uses may not be appropriate for a place if the amount of adaptation required will result in the loss of significant heritage fabric or important heritage values. Introducing new building services as part of a use change can potentially disturb large portions of significant fabric and it is important that these are carefully considered when adapting places of heritage significance for new purposes.

4.1 Change of Use Criteria

4.1.1 The continuation of uses, or reinstatement of previous historic uses that are of cultural heritage significance and consistent with the zoning of the land, or are approved non-conforming uses, are the preferred form of conservation except for cases where the original use has evolved so much that the accommodating this will result in the loss of significant heritage fabric and values.

4.1.2 Where continuation of a culturally significant use is not feasible, ensure a compatible use is sought that minimises alteration to the place, setting and streetscape.

4.1.3 Interpret earlier uses where those uses were significant to the heritage of the place and/or area.

4.1.4 Where a place has historically been accessible to the public, any change of use should consider the continuation of public accessibility in some form or publicly accessible interpretation.

4.1.5 Should new services be required for a change of use for a heritage place, conceptual details of new services should be submitted at development application stage. New building services should be designed and integrated to minimise any impact on the significant fabric.

5. Demolition (excludes non-contributory properties)

Demolition is a permanent change that cannot be reversed. Even removal of places with lower levels of individual heritage significance in an area or minor fabric of a place can cumulatively undermine the significance of a heritage place or area.

Demolition of any building or structure, or part thereof, on any heritage-protected place (including non-contributory buildings in a Heritage Area) requires development approval under the Local Planning Scheme unless otherwise exempt in Local Planning Policy 1.7: Development Exempt from Approval Under Local Planning Scheme No. 4.

In considering a proposal for demolition on any site in a Heritage Area where the mapping of contributory places has not been completed and/or is incomplete, the local government shall determine whether any fabric located thereon qualifies as a contributory place as part of the development application assessment process. Applications will be assessed against Clause 4.14 of Local Planning Scheme No. 4 with the following providing additional guidance.

5.1 Demolition Criteria

5.1.1 Demolition or removal of culturally significant fabric or a place is contrary to the principles and objectives of this policy and the scheme. The following factors are not considered justification for demolition:

a. economic or other perceived gain from the redevelopment of the land;
b. poor condition resulting from the place not being properly maintained; and/or
c. the presence of hazardous materials, such as asbestos.

5.1.2 When considering partial demolition, the original / early portion of the place is to be retained and conserved. For contributory properties, this relates only to the **original**

building exterior. For individually listed properties, this relates to the whole of the place.

5.1.3 Facadism, where all building fabric is removed apart from the façade, is not supported due to the loss of significant historic meaning and heritage value.

5.1.4 The removal and replacement of asbestos or other hazardous materials should be followed immediately by replacement with a matching (but non-hazardous) material. For example, flat asbestos wall sheeting with joint cover battens should be replaced with flat fibre cement sheeting with joint cover battens in the same configuration; a replacement with timber weatherboards or fibre cement weatherboards would not be considered to be a matching material.

5.1.5 Where demolition is approved, an archival record prepared in a format approved by the City may be required as a condition of planning approval.

6. Archaeology

6.1 Where reasonable evidence exists that undisturbed archaeological material exists on a site on the Heritage List or in a Heritage Area, and where that material may be disturbed or destroyed as part of proposed building works, then an archaeological investigation will be required undertaken to the Council's satisfaction prior to the commencement of building work. Refer to Local Planning Policy 1.6: Heritage Administration and Procedures for further information.

7. Subdivision and Amalgamation

The significance of a heritage place or area relies in part on the original setting and context of each building, inclusive of the pattern of development along the street. Subdivision and amalgamation can, therefore, have an impact on the cultural heritage significance of a heritage place or area. In providing advice to the Western Australian Planning Commission on subdivision applications referred to the City of Fremantle for comment, the City will have regard to the following matters.

7.1 Subdivision and Amalgamation Criteria

7.1.1 Proposals are not to necessitate the demolition of a place by proposing new lot boundaries which cut through a significant building or structure.

7.1.2 The alignment of new lot boundaries is to ensure places are conserved with sufficient curtilage around them to maintain their significance and contribution to the heritage character of the place and streetscape.

7.1.3 The alignment of new lot boundaries is to ensure places will not require the blocking up of doors or windows that would compromise their use or significance.

7.1.4 Proposed subdivision layouts, even for non-contributory properties, are to reflect the traditional pattern and proportions of lots in the area. Consideration may be given to the introduction of new forms (e.g. battleaxe lots) where such a layout helps preserve the heritage character of the streetscape, or within zoned Development Areas.

7.1.5 Access legs for battleaxe or survey strata subdivision shall provide reciprocal access to both the front and rear lots. Where such an arrangement is proposed, the City will recommend a condition of subdivision be imposed ensuring reciprocal rights of access.

7.1.6 New lots are to be capable of being developed in a manner consistent with this policy.

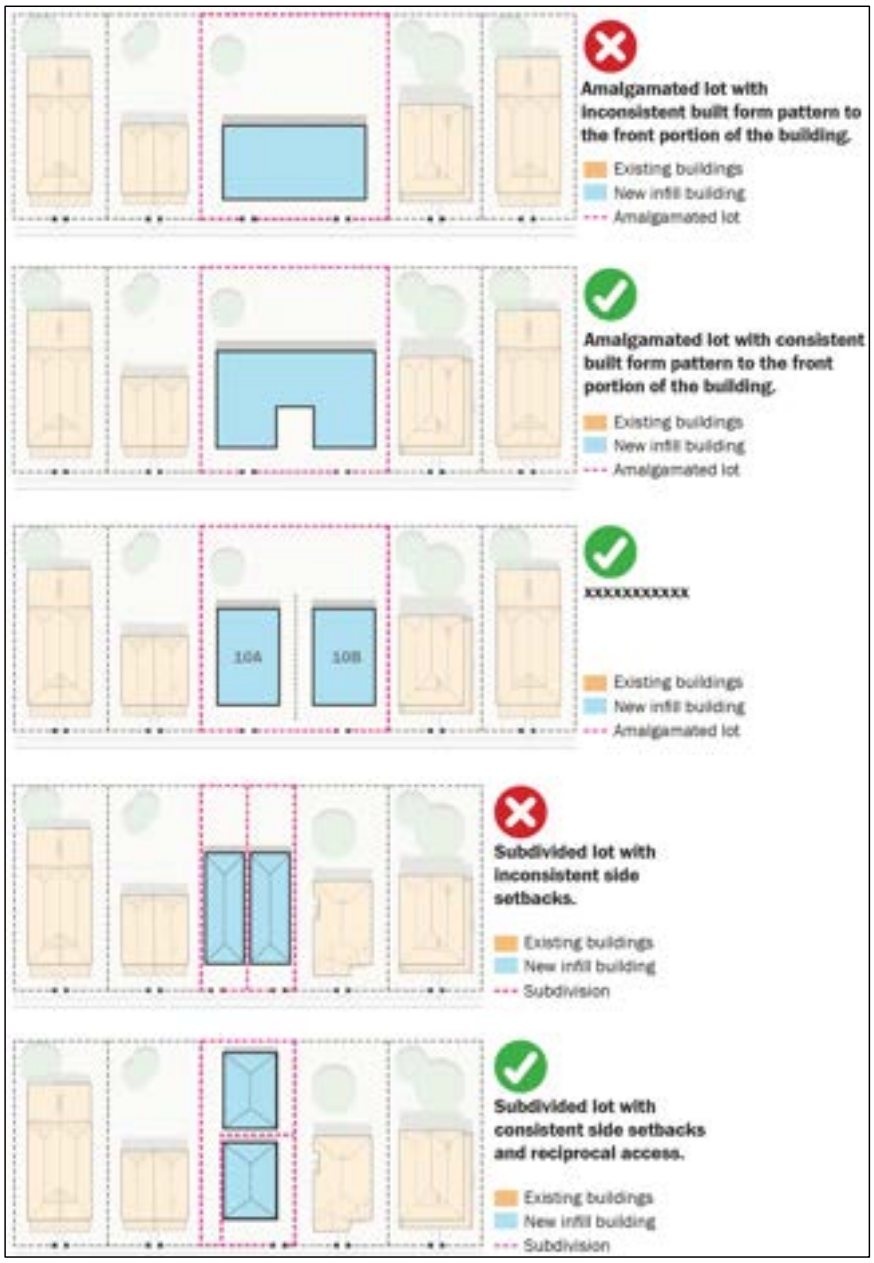


Figure Series 1: Subdivision and amalgamation layouts

8. Additions and Alterations to All Contributory and Individually Listed Places

When making alterations or additions to places, the outcome should enhance the cultural heritage significance of the place (whether this significance is individual to the site, or part of the broader significance of the area) or, at the least, not diminish it. This generally involves changing as little as possible but as much as necessary in order to retain the cultural heritage significance of the place and maintain its utility. Because the significance of each individual place and its context is different, assessment of the suitability of proposals requires that each proposal be assessed on its own merits.

8.1 Primary street setbacks

No additions or buildings to be located within the primary street, in front of a place, or within an established street setback area unless reinstating an original feature in the original architectural style or set out elsewhere in this policy (ex: carports, fences, etc.).

8.2 Internal Alterations

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Interiors	Conservation of original interior detailing is encouraged.	Internal changes may be considered. Conservation of original interior detailing is encouraged as a positive heritage outcome.	Non-structural minor internal changes may be considered on a case by case basis. Conservation of original interior detailing is required.	
ii. Historic patterns of access and movement	N/A	Historic patterns of access and movement are encouraged to be retained and conserved (for example, original entrances and hallways).	Historic patterns of access and movement should be retained and conserved (for example, original entrances and hallways).	
iii. Ceilings, cornices, moldings, roses, etc.	Conservation of original interior ceilings, cornices, moldings, roses, etc. is encouraged.	a) Retention and conservation of early ceilings (such as lathe and plaster ceilings), decorative cornices, moldings, ceiling roses, etc. is encouraged. b) New decorative cornices, moldings, ceiling roses, etc. should be based on evidence from	a) Retain and conserve early ceilings (such as lathe and plaster ceilings), decorative cornices, moldings, ceiling roses, etc. b) Replacement decorative cornices, moldings and ceiling roses should be based on evidence from the place.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
		the place or on buildings of a similar period, style, original socioeconomic level and location.		
iv. Walls and new openings	Conservation of original walls is encouraged.	a) Retention and conservation of early walls is encouraged. b) New openings in walls are preferred over the removal of whole walls. c) Where new openings are proposed, wall nibs and down stands are to be retained.	a) Retain and conserve early walls. b) Do not remove whole walls. c) New openings in walls are to be kept to a minimum in number and size and to be non-structural. d) Where new openings are proposed, wall nibs and down stands are to be retained.	a) Retain and conserve early walls. b) Do not remove whole walls. c) New openings in walls will only be considered in exceptional circumstances and where there are no other alternative. d) New openings in walls are to be kept to a minimum in number and size and to be non-structural. e) Where new openings are proposed, wall nibs and down stands are to be retained.
v. Wall detailing	Early wall finishes and elements such as skirtings, timber panelling and picture rails are encouraged to be retained and conserved.		Retain and conserve early wall finishes and elements such as skirtings, timber panelling and picture rails.	
vi. Render and painting	It is encouraged to avoid introducing cement render/plaster and acrylic paints to walls that are not rendered, unpainted or have lime plaster	Avoid introducing cement render/plaster and acrylic paints to walls that are not rendered, unpainted or have lime plaster and /or limewash or mineral paint as this	Do not introduce cement render/plaster and acrylic paints to walls that are not rendered, unpainted or have lime plaster and /or limewash or mineral paint as this can cause damp issues for the building.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
	and /or limewash or mineral paint as this can cause damp issues for the building.	can cause damp issues for the building.		
vii. Wall vents	Wall vents are encouraged to be retained, conserved or reinstated.		Wall vents are to be retained, conserved or reinstated.	
viii. Replacement elements	N/A where internal works do not have any impact on the original building exterior.	Replacement elements are to be based on evidence from the place or on buildings of a similar period, style, original socioeconomic level and location.	Replacement elements are to be based on evidence from the place.	
ix. Doors	N/A where internal works do not have any impact on the original building exterior.	Internal doors can be altered, blocked and new openings introduced in most circumstances.	Internal original / early doors can be altered, blocked and new openings introduced occasionally in certain circumstances.	Internal original / early doors are not to be altered.
x. Floors	It is encouraged not to replace timber floor structures with concrete floors as this can cause rising damp and airflow issues for the building.	a) Retain and conserve early timber floor structure and timber floorboards. b) Do not replace timber floor structures with concrete floors as this can cause rising damp and airflow issues for the building. c) The retention and conservation of significant early floor finishes such as terrazzo and tessellated tiling is encouraged.	a) Retain and conserve early timber floor structure and timber floorboards. b) Do not replace timber floor structures with concrete floors as this can cause rising damp and airflow issues for the building. c) Retain and conservate significant early floor finishes such as terrazzo and tessellated tiling is encouraged. d) New floor finishes may be placed over existing early timber floors, though these new finishes	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
		d) New floor finishes may be placed over existing early timber floors, though these new finishes are not to cause damage to the timber floors below.	are not to cause damage to the timber floors below.	
xi. Staircases	It is encouraged to retain original staircases.	Original / Early staircases are to be retained and conserved rather than replaced. Removal may only be considered in exceptional circumstances where no alternative is possible.	Original / Early staircases are to be retained and conserved rather than replaced. If not building code compliant, then sensitive adaptation is to be undertaken rather than replacement.	
xii. Fireplaces	It is encouraged to retain fireplaces, hearths and mantels.	Fireplaces, hearths and mantels are to be retained and conserved. If no longer operational, fireplace, hearth and mantel elements are to remain in situ. If fireplace is to be blocked then this is no be done in a non-intrusive and non-visible manner. Removal may be considered in exceptional circumstances, however, the chimney is to be retained.	Fireplaces, hearths and mantels are to be retained and conserved. If no longer operational, fireplace, hearth and mantel elements are to remain in situ. If fireplace is to be blocked then this is no be done in a non-intrusive and non-visible manner.	
xiii. Stained glass	It is encouraged to retain internal stained glass. Where stained glass is on an external window and forms part of the original building exterior, it is to be retained.	Damaged glass is encouraged to be repaired.	Damaged glass is to be repaired rather than replaced. If replacement is necessary, it must match the original design and craftsmanship.	
xiv. Cabinetry, fixtures, fittings, light	It is encouraged to retain early cabinetry, fixtures, fittings, light	a) Original / Early cabinetry, fixtures, fittings, light fittings, switches, door and window	a) Original / Early cabinetry, fixtures, fittings, light fittings, switches, door and window hardware are to be retained and conserved.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
fittings, switches, door and window hardware	fittings, switches, door and window hardware.	hardware are to be retained and conserved. b) Replacement elements are to be based on evidence from the place or on buildings of a similar period, style, original socioeconomic level and location.	b) Replacement elements are to be based on evidence from the place.	
xv. Internal services	It is encouraged not to chase new services into original/early brick and limestone walls; instead run new services through surface mounted conduits, existing service runs, masonry and timber framed wall cavities, under floor spaces and/or ceiling spaces.	Do not chase new services into original/early brick and limestone walls; instead run new services through surface mounted conduits, existing service runs, masonry and timber framed wall cavities, under floor spaces and/or ceiling spaces.		

8.3 General

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Additions and alterations	Alterations and additions to the **original building exterior** are to respond sympathetically to the heritage values of the area as a whole and that part of the heritage area in the vicinity of the proposed development, with changes designed and sited in a manner that retains, conserves, respects and complements the heritage significance of the area.	All alterations and additions are to respond sympathetically to the heritage values of the place, with changes designed and sited in a manner that retains, conserves, respects and complements the heritage significance of the place.		
ii. Significance	Alterations and additions to the **original building exterior** are to change as little as reasonably possible that would impact the streetscape significance.	All alterations and additions are to change as little as reasonably possible that would impact the significance of the place.		

Item	Contributory	Level 3	Level 2	Level 1A and 1B
iii. Restoration	Where it can be demonstrated that original fabric of the **original building exterior** has been previously removed or unsympathetically altered, then the fabric is to be restored / reconstructed to the original form and detailing based on evidence such as photographs, old plans, or remnant fabric from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	Where it can be demonstrated that original fabric of a place has been previously removed or unsympathetically altered, then the fabric is to be restored / reconstructed to the original form based on evidence such as photographs, old plans, or remnant fabric from the existing place or on buildings of a similar period, style, original socioeconomic level and location.		

8.4 Form

The form of the building is its overall shape, size and the general arrangement of its main parts.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. General	Ensure that new development to the **original building exterior** is consistent with the predominant form of the place or similar contributory places in the prevailing streetscape, including roof orientation, pitch, ridge height, size and orientation of windows, and eaves overhangs but without mimicking the detailing of historic buildings.	Ensure that new development is consistent with the form of the original place, including roof orientation, pitch, ridge height, size and orientation of windows, and eaves overhangs but without mimicking the detailing of historic buildings.	Ensure that new development is consistent with the form of the original place, including roof orientation, pitch, ridge height, size and orientation of windows, and eaves overhangs but without mimicking the detailing of historic buildings.	
ii. Mock heritage	New development to the **original building exterior** is to blend in with the streetscape but be discernible as new when looked at more closely. 'Faux' or 'mock' heritage detracts	New development is to blend in with the place but be discernible as new when looked at more closely. 'Faux' or 'mock' heritage detracts from an understanding and appreciation of the original place and is contrary to the objectives and principles of this policy.		

Item	Contributory	Level 3	Level 2	Level 1A and 1B
	from an understanding and appreciation of the original place and is contrary to the objectives and principles of this policy.			
iii. Repetition and symmetry	Where the building form of the place is highly repetitive, symmetric and/or asymmetric, new development of the **original building exterior** should continue this pattern.	Where the building form of the place is highly repetitive, symmetric and/or asymmetric, new development is to continue this pattern.		
iv. Contemporary additions	Contemporary style additions to the **original building exterior** are to respond to, and interpret, the scale, articulation and detail of the existing and nearby places in a modern, innovative and sympathetic way.	Contemporary style additions are to respond to, and interpret, the scale, articulation and detail of the existing place in a modern, innovative and sympathetic way.		

8.5 Chimneys

Chimneys are an integral part of the streetscape and are a key element of many heritage buildings. Chimneys are an element that is far less common in modern day buildings.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Existing chimneys	All chimneys are to be retained and conserved.			
ii. New chimneys	Any new chimney should be simple in design.	Chimneys, if altered, are encouraged to be returned to match the original.	Chimneys, if altered, are to be returned to match the original.	

8.6 Roofs

Traditionally, roof lines are a predominant element of the streetscape. Traditional roof materials were corrugated galvanised iron (often in short length sheets) or red clay tiles (predominantly in the Federation Period). It should be noted that certain roof materials are associated with particular periods of development and styles and care should be taken not to confuse the use of roof materials from different periods and styles.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Roof lines	Additions visible from the public realm are to respond to and reinforce the existing characteristics of a place, streetscape or neighbourhood with regards to plate and wall heights, roof form, ridge lines, parapet lines, roof slopes and eaves overhangs.	Additions are to respond to and reinforce the existing characteristics of a place with regards to plate and wall heights, roof form, ridge lines, parapet lines, roof slopes and eaves overhangs.		
ii. Form and material	Original roof forms and materials comprising the **original building exterior** are to be retained and conserved.	Original roof forms and materials are to be retained and conserved.		
iii. Contemporary roofs	Roof forms that are contemporary in style (i.e. flat / skillion) may be considered for rear and side additions, and are only permitted where not part of the **original building exterior**.	Roof forms that are contemporary in style (i.e. flat / skillion) may be considered for rear and side additions.		
iv. Replacement	Roof replacements to the **original building exterior** are to be either like-for-like or to match the original period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original roof material may not be	Roof replacements are to be either like-for-like or match the original historical period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original	Roof replacements are to match the original historical roof.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
	required – this will be assessed on a case-by-case basis.	historical roof material may not be required – this will be assessed on a case-by-case basis.		
v. Additions and maintenance	Where impacting the **original building exterior**, extensions to the existing roof and maintenance of existing roofs may use the colour and material of the remainder of the existing roof.	Extensions to the existing roof and maintenance of existing roofs may use the colour and material of the remainder of the existing roof.	Extensions to the existing roof and maintenance of existing roofs may use the colour and material of the remainder of the existing roof.	
vi. Metal roofs	For corrugated metal roofs of the **original building exterior** the preferred material is corrugated galvanised iron or steel (short length sheets are NOT required).	For corrugated metal roofs the preferred material is corrugated galvanised iron or steel (short length sheets are NOT required).	For corrugated metal roofs the preferred material is corrugated galvanised iron or steel. Short length sheets may be required in certain circumstances.	
vii. Zincalume	Zincalume metal roofing to the **original building exterior** may be considered.	Zincalume metal roofing may be considered in certain circumstances.	Zincalume metal roofing is NOT an acceptable roof material.	
viii. Colorbond	Colorbond metal roofing to the **original building exterior** may be considered in certain circumstances. Where considered, the colour is to be Shale Grey or similar unless it can be demonstrated the original roof was a different colour.	Colorbond metal roofing is NOT an acceptable roof material.		
ix. Dissimilar metals	Dissimilar metals are not to be used together as they are not always compatible and can cause a galvanic reaction and deterioration of the metals.			
x. Tiles	Tiles to the **original building exterior** are encouraged to be replaced to match the original and not changed to corrugated metal roofing.	A change from tiles to corrugated metal roofing may be considered in certain circumstances.	Tiles are to be replaced to match the original historical place and not changed to corrugated metal and vice versa.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
xi. Timber shingles, Slate, Copper Sheeting, Clay Pan Tiles etc	Do not use unusual roof cladding types unless there is evidence of earlier use. Like for like replacement of original unusual cladding types is encouraged.	Do not use unusual roof cladding types unless there is evidence of earlier use. A change from an unusual cladding type may be considered in certain circumstances.	Do not use unusual roof cladding types unless there is evidence of earlier use. Replace original unusual roof claddings like for like. If the cladding type is no longer available then cladding with a similar profile, texture and colour may be acceptable.	
xii. Asbestos	Replacement of asbestos and later altered roof materials of the **original building exterior** are to match the original period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original roof material may not be required – this will be assessed on a case-by-case basis.	Replacement of asbestos and later altered roof materials are to match the original period and style of the building. If the building has undergone substantial change over time (for example changes from the Post War Migrant Era) then the use of the original roof material may not be required – this will be assessed on a case-by-case basis.	Replacement of asbestos and later altered roof materials is to match the original or to suit the original period and style of the building.	Replacement of asbestos and later altered roof materials is to match the original. Where asbestos sheeting was part of the original design, such as in WW2 or Post War buildings, asbestos sheeting to be replaced with a product with a similar profile.

8.7 Roof Plumbing

Traditional roof plumbing materials were generally galvanised iron for gutters, downpipes, rainheads, clips and brackets with cast iron downpipes, rainheads, clips and brackets sometimes used. Flashings were lead or galvanised iron. Copper and lead gutters, downpipes and flashings were occasionally used in high quality buildings. It should be noted that certain gutter, rainhead and downpipe profiles are associated with particular periods of development and styles of building and care should be taken to utilise these appropriate profiles.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Original elements	Original roof plumbing elements to the **original building exterior** are to be retained and conserved.	Original roof plumbing elements are to be retained and conserved and when required due to deterioration replaced like for like.		
ii. Dissimilar metals	Dissimilar metals are not to be used together as they are not always compatible and can cause a galvanic reaction and deterioration of the metals.			
iii. Replacement	If replacing roof plumbing elements of the **original building exterior**, traditional profiles are to be used based on the style of the place or buildings of a similar period, style and location.	If replacing roof plumbing elements, traditional profiles are to be used and based on evidence. Buildings of a similar period, style and location could be utilised to inform roof plumbing choices.	If replacing roof plumbing elements, traditional profiles are to be used and are to be based on evidence from the place.	
iv. PVC Downpipes	PVC downpipes to the **original building exterior** are not acceptable.	PVC downpipes are not acceptable.		
v. Rainheads, clips and brackets	Rainheads, clips and brackets to the **original building exterior** were generally utilitarian and simple in design and are not to be replaced with decorative elements.	Rainheads, clips and brackets were generally utilitarian and simple in design and are not to be replaced with decorative elements unless clear documentary evidence is available.	Rainheads, clips and brackets were generally utilitarian and simple in design and are not to be replaced with decorative elements unless clear documentary evidence is available. Some places may have a level of decoration to these elements which should be retained, conserved and reinstated if missing.	

8.8 Wall Materials and Colours

Traditional wall materials for buildings in Fremantle include limestone, early soft red clay bricks, later pressed clay bricks, timber weatherboards, corrugated metal sheeting, cement blocks and bricks and asbestos cement sheeting.

Limestone and early brick (which was fired at a much lower temperature than bricks today) are very porous and susceptible to salt attack and rising/falling/lateral damp issues. Limestone and early brick buildings are very prevalent and are key elements within the significant heritage streetscapes of Fremantle.

Timber buildings are also prevalent mainly in the residential areas of Fremantle and contribute to the significant streetscape.

Asbestos was a later used wall cladding material, particularly in the post WWII era of housing estates.

Please refer to Technical Guidance Notes for rising damp and care of heritage buildings.

For proposed external treatments to Level 1A, 1B and 2 listed buildings, refer to Local Planning Policy 1.6: Heritage Administration and Procedures for additional information required to accompany an application.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Original materials	Original wall materials to the **original building exterior** are to be retained and conserved.	Original wall materials are to be retained and conserved.		
ii. Replacement	Wall materials to the **original building exterior** are to be replaced like-for-like to match the original.	Wall materials are to be replaced like-for-like to match the original, particularly to the parts of the **original building exterior**.	Walls materials are to be replaced like-for-like to match the original.	
iii. Render or paint	To conserve the visual appearance and prevent issues with damp: - Do not cement render, paint or seal limestone or brick surfaces that were originally self-finished. - Do not cement render, paint or seal lime rendered surfaces or those painted with limewash or mineral paint.	To conserve the visual appearance and prevent issues with damp: - Do not cement render, paint or seal limestone or brick surfaces that were originally self-finished. - Do not cement render, paint or seal lime rendered surfaces or those painted with limewash or mineral paint. The removal of intrusive finishes such as acrylic paint and cement render from originally unpainted masonry wall surfaces is encouraged especially when the paint or render surface has begun to break down	To conserve the visual appearance and prevent issues with damp: - Do not cement render, paint or seal limestone or brick surfaces that were originally self-finished. - Do not cement render, paint or seal lime rendered surfaces or those painted with limewash or mineral paint. Remove paint, cement render and other intrusive finishes from masonry wall surfaces that were originally unpainted especially when the paint or render surface has begun to break down and	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
		and would require preparation before repainting.	would require preparation before repainting.	
iv. Glossy materials and colour schemes	Where impacting the **original building exterior**: a) Do not: i. use glossy materials or finishes unless there is historical precedent for their use; or ii. use monochromatic colour schemes. b) Paint colours are to be compatible and complimentary to the heritage character of the place and area based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	a) Do not use glossy materials or finishes unless there is historical precedent for their use. b) Do not use monochromatic colour schemes. c) Painting is to consist only of original colours (based on physical inspection or paint scrapes) or traditional colours based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	a) Do not use glossy materials or finishes unless there is historical precedent for their use. b) Do not use monochromatic colour schemes. c) Paint colours are to be consistent with the original colour schemes of the building based on evidence. Where it is not possible to determine the original colour scheme refer to clause 8.8.1 below.	

8.8.1 For a Level 1A, 1B or 2 place where it is not possible to determine the original colour scheme, paint colour selection is to be consistent with the following key principles:

a) The main body of the wall shall be natural wall colours that suggest the natural materials underneath (i.e. brick, stone or render).
b) Where it is proposed to paint brick or stone quoining, colours shall be consistent with the natural materials underneath.
c) Decorative elements - including cement rendered dressings (stucco), architraves, friezes, cornices, and pilasters – shall be highlighted with the use of no more than two muted tones in a lighter colour than the main body of the wall.
d) Outer window frames shall be painted in dark colours (browns, deep reds, or dark greens), with light cream or white highlights accentuated in window sashes, and dividing joinery between individual window panes.
e) In the case of verandahs and awnings, structural elements shall be dark tones (browns, deep reds, or dark greens) while decorative elements shall be highlighted with the use of light muted tones (cream or white).
f) In the case of buildings with external timber cladding, paint colours shall be consistent with the original colour schemes of the building.

In addition to the above, regard is to be had for the following:

g) Any established conservation management plan relating to the site;
h) Any statement of heritage impact relating to the site; and
i) Any advice received from the Heritage Council of Western Australia relating to the site.

8.9 Decorative Details

Decorative details on heritage buildings were particular in style, prevalence and level of detail for buildings of certain periods, styles, original socioeconomic level and location. Small workers cottages were unlikely to have much, if any, decorative detailing. Houses of a more substantial nature but still of the working class were likely to have some decorative detail (but not highly elaborate), whilst the homes of the wealthy were large and highly and elaborately detailed.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Existing detail	Decorative detail of the **original building exterior** is to be retained and conserved.	Decorative detail is to be retained and conserved.		
ii. Reintroduction	The reintroduction of decorative detail to the **original building exterior** is to be based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	The reintroduction of decorative detail is to be based on evidence (such as early photographs or site-based evidence) from the existing place or on buildings of a similar period, style, original socioeconomic level and location.	The reintroduction of decorative detail is to be based on evidence (such as early photographs or site-based evidence) from the existing place.	
iii. New detail	Detail inappropriate to the period, style, socio economic standing and location of the place is not to be introduced to the **original building exterior**.	Detail inappropriate to the period, style, socio economic standing and location of the place is not to be introduced.	Detail not based on evidence from the place is not to be introduced	

8.10 External fixtures

The installation of service utilities (power, water, and gas connections and meter boxes, fire services, and letterboxes) and functional utilities (air conditioning units, television aerials, satellite dishes, solar collectors, water tanks etc.) requires careful placement and treatment so as not to negatively impact the significance of an individual building, structure, or landscape, or that of the wider heritage area.

i. When utilities are not exempted from requiring development approval by Local Planning Policy 1.7 – Development Exempt from Approval Under Local Planning Scheme No. 4, ensure that:
    a) they will be located behind a building or structure and not impact the **original building exterior**;
    b) their installation will not result in damage to significant fabric of a place;
    c) their installation will not impact upon any archaeological remains; and
    d) their installation will not impact upon or detrimentally affect a significant streetscape or landscape.
ii. Solar collectors are not to be installed on street-facing roof planes.

8.11 Outbuildings

Ancillary structures such as sheds and gazebos can have an impact on heritage places and areas through the introduction of elements that are not part of traditional development. Incorporation of these modern features requires careful placement and treatment to minimise impact. In some situations, they may not be appropriate at all.

i. Ancillary structures and outbuildings are to be located behind the main wall of the original building and screened from view from the primary street and secondary streets in order to minimise their visual impact on the character of heritage places and areas.
ii. Historic outbuildings such as stables, laundries and outdoor water closets are to be retained and conserved as they contribute to the significance of the heritage place or area.

8.12 Swimming pools and spas

Below-ground swimming pools and spas may not have an impact upon the significance of a place or the wider heritage area. However, they typically have associated fencing and equipment that can have a negative impact, as can above-ground swimming pools and spas. Therefore, their siting requires careful consideration.

i. Above-ground swimming pools and spas should be located behind the main wall of a building.
ii. Where an in-ground swimming pool or spa is proposed to the front of a building, ensure that pool fencing is incorporated with other walls and / or fencing to minimise its visual impact, and that it has a similar level of visual permeability as required by the fencing criteria of this policy.
iii. Ensure that any equipment enclosures are sited in places that minimise their visual impact.

8.13 Limestone features

Parts of Fremantle are located on limestone ridges and low hills. Remnants of limestone outcrops and cuttings into limestone ridges for roads, footpaths and buildings are important features in some streetscapes.

i. Limestone features such as outcrops and cuttings are to be conserved and retained.

Part 2: Residential Building Typologies

This part relates to all heritage places with a residential built form. Note that form is distinctive from use. For example, a residential building typology is a building that was originally constructed as a residence even if it currently has a non-residential use operating within.

Refer to Part 1 for criteria not covered within this Part.

Victorian Era, large house with decoration	Victorian Era, typical simple four room, central corridor house	Victorian Era, typical simple three room with side corridor house

Federation Era large house with corner verandah	Victorian Era limestone duplex, partly modified in Inter-War Era	Terrace house
Victorian Era house with Inter-War era modifications	Inter-War House	Post War House with garage

9. Additions and Alterations to All Contributory and Listed Residential Places

9.1 Siting, Setbacks and Scale

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Primary street setbacks	a) Refer to Part 5 for deemed-to-comply setbacks for specific heritage areas.		Refer to clause 8.1 above.	
ii. Secondary street setbacks	a) No additions or buildings to be located within the secondary street setback, in front of a place, or within an established street setback area unless reinstating an original feature in the original architectural style. b) Single storey additions may be set back in line with the portion of dwelling on site fronting the secondary street. c) Second storey additions to the rear of a dwelling on a corner lot are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include: i. Prevailing streetscape and setbacks of the secondary street. ii. Avoiding a continuous wall extending from the existing side wall. iii. Avoiding a two-storey height wall to the secondary street (unless this reflects the prevailing streetscape of the secondary street).		Requirements generally as per Level 3 but to be assessed on a case-by-case basis.	
iii. Side additions – Refer to Figure 2	Notwithstanding the criteria discouraging openings, removal of walls, and the like to the original building exterior elsewhere in this Policy, side additions are permitted provided they: a) Are single storey and lower in height than the place; b) Are set back 1m min. from front building line; c) Have a new roof independent from the roof form of the place and which doesn't continue the slope of the roof of the **original building exterior**; and a) Have no alteration to existing roof form.		Requirements generally as per Level 3 but to be assessed on a case-by-case basis.	

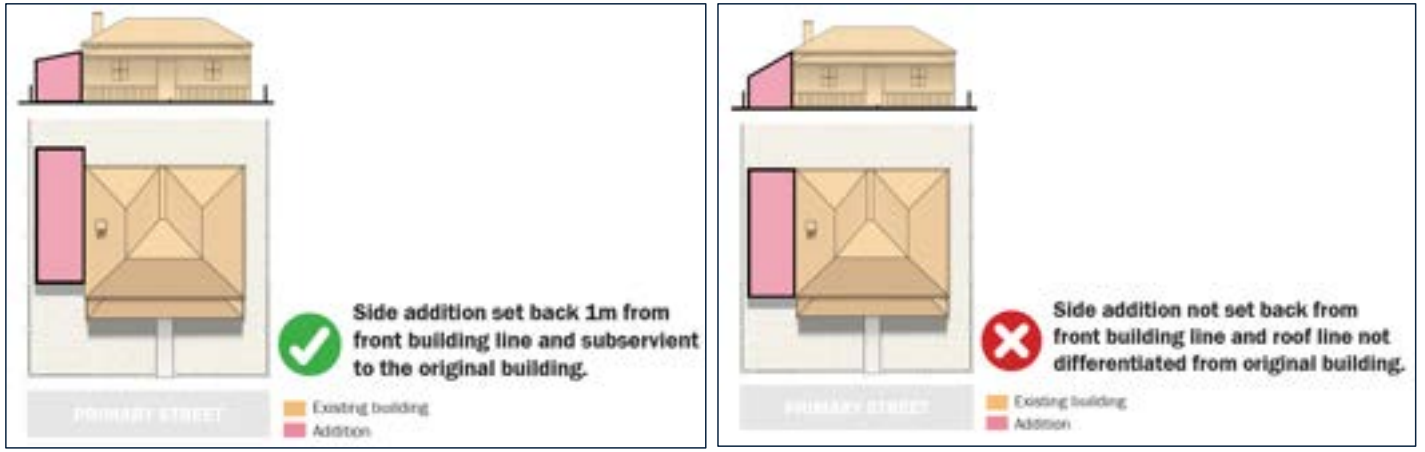
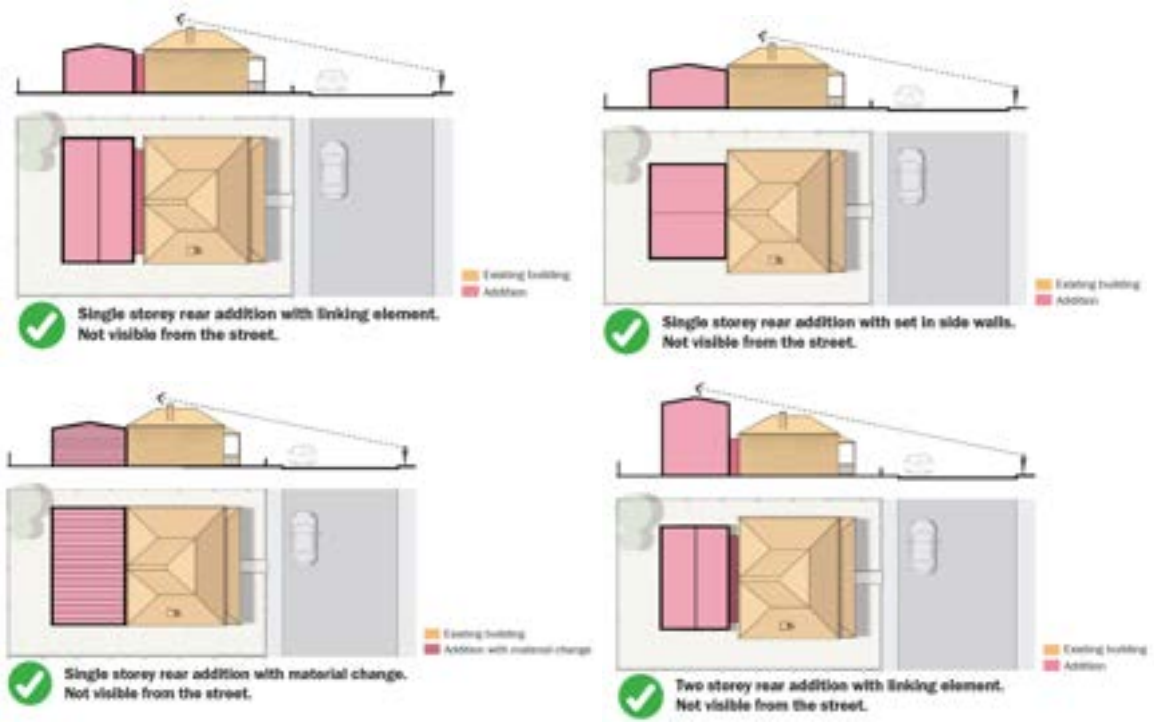
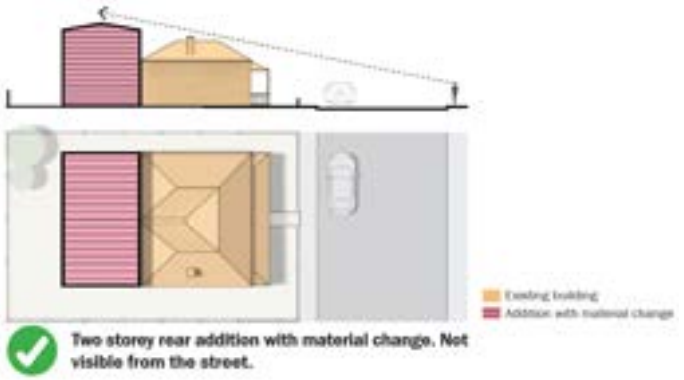


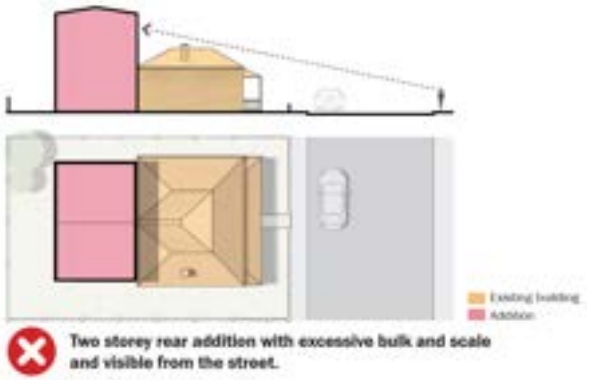
Figure 2: Side Additions

Item	Contributory	Level 3	Level 2	Level 1A and 1B
iv. Rear additions (single and double storey) – Refer to Figure Series below	Ensure that development: a) has a maximum height that is the lesser of the Scheme, the R-Codes, or the visible from the street line of sight; b) does not alter the original building exterior; c) employs one of the following methods to retain the distinct form of the place: i. Be detached from the place; ii. Be attached by a linkage with a reduced scale and/or contrasting material; iii. Have side walls set in from the place; iv. Have a wall height lower than that of the place; or v. Have differing finishes/materials from the original place or a material change at the junction of the old and new.	Ensure that development: a) is not visible from the street; b) does not alter or impact the original building exterior; c) does not extend over or into the roof of the existing place; d) is constructed so that the roof of the new addition is independent from the original place's roof form (New roof may connect into back of roof of existing place as long as the extent of the original roof remains clear); e) employs one of the following methods to retain the distinct form of the place: i. Be detached from the place; ii. Be attached by a linkage with a reduced scale and/or contrasting material; iii. Have side walls set in from the place; iv. Have a wall height lower than that of the place; or v. Have differing finishes/materials from the original place or a material change at the junction of the old and new.	Requirements generally as per Level 3 but to be assessed on a case-by-case basis.	

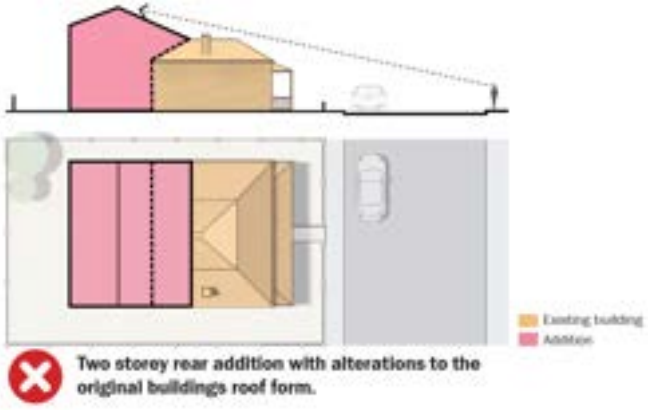

Single storey rear addition with linking element.
Not visible from the street.
Single storey rear addition with set in side walls.
Not visible from the street.
Single storey rear addition with material change.
Not visible from the street.
Two storey rear addition with linking element.
Not visible from the street.



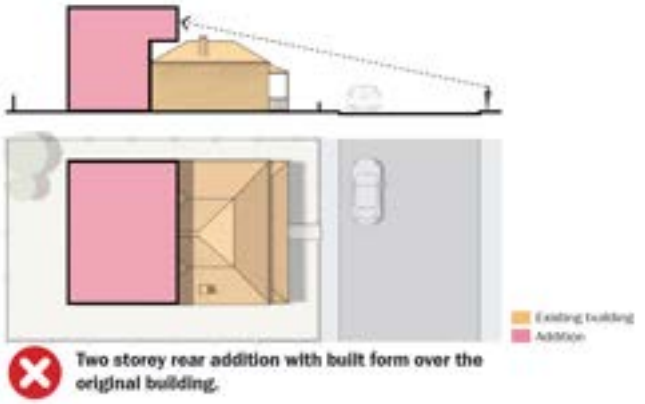
Two storey rear addition with material change. Not visible from the street.



Two storey rear addition with excessive bulk and scale and visible from the street.



Two storey rear addition with alterations to the original buildings roof form.



Two storey rear addition with built form over the original building.

9.2 Verandahs, porches and awnings

Verandahs, porches and awnings were often an important element of the original form of a building. The era and style of the original construction will determine if the front façade had a verandah, porch or awning.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form and material	a) Original verandah or porch forms and materials are to be retained and conserved. b) Front verandahs, porches, etc. are not to be enclosed.			
ii. Concrete floor	a) Do not replace timber verandah floors with concrete. This reduces airflow beneath the house and contributes to mould or rising damp. b) Removal of later concrete floor and reinstatement of timber floor is encouraged to improve ventilation.			
iii. Reconstruction	Reconstructed verandahs, porches and awnings can be introduced based on evidence or on buildings of a similar period, style, detail level and location.		Reconstructed verandahs, porches and awnings can be introduced based on evidence from the place on site.	
iv. Additions	a) New verandahs, porches and awnings can be introduced where they do not involve removal of the original and are appropriate to the streetscape without too precisely mimicking the style of the original character, building elements or heritage detailing unless it is a reconstruction. b) Do not introduce a verandah where the original building had a porch and vice versa.	a) Should evidence not be available, then reinstatement of a simple form of verandah, porch or awning may be considered. This is to be done without mimicking heritage detail that was not original (i.e. do not introduce a bullnose verandah and turned timber posts if there is no evidence that this was an original detail of the building. Instead, introduce a pitched verandah with simple, square timber posts.) b) Do not introduce a verandah where the original building had a porch and vice versa.	a) Do not introduce a verandah, porch or awning where the original building had a different element. b) Do not introduce a verandah, porch or awning based on conjecture. Any introduction of verandahs, porches or awnings are to be based on historical evidence from the place.	

9.3 Doors and Windows

Doors and windows are significant elements in a place and their materials, shape, size and decoration are particular to the period and style of a place.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Original openings	Original doors and windows of the **original building exterior** are to be retained and conserved. Where they must be replaced due to damage or age, they are to match the original style of the place or buildings of a similar period, style, original socioeconomic level and location.	Original doors and windows are to be retained and conserved. Where they must be replaced due to irreparable damage, they are to match the original style of the place or buildings of a similar period, style, original socioeconomic level and location.	Original doors and windows are to be retained and conserved. Where they must be replaced due to irreparable damage, they are to match the original based on evidence. The original configuration, size and style of windows and doors is to be retained.	
ii. New external openings	Do not add new openings to the front of the **original building exterior**. Openings to the side may be considered.		All new external openings considered on a case-by-case basis.	
iii. Design	All windows and door openings of the **original building exterior** are to have a vertical emphasis, which means they should be taller and narrower in appearance unless there is a predominance in the prevailing streetscape of horizontal emphasis, Interwar and later windows (for example, in the Hilton Heritage Area, etc.).		All windows and door openings are to have a vertical emphasis, which means they should be taller and narrower in appearance unless there is a predominance in the prevailing streetscape of larger, Interwar and later windows.	
iv. Front doors	Front doors to be conserved and remain in use.			
v. Conversion of windows to doors	Conversion of windows to doors of the **original building exterior** may be considered in certain circumstances.	Conversion of windows to doors of the **original building exterior** is not permitted but may be considered elsewhere in certain circumstances.	Conversion of windows to doors is not permitted if external to the original building but may be possible in certain circumstances.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
vi. Internal openings	Internal doors can be altered, blocked and new openings introduced.	Internal doors can be altered, blocked and new openings introduced in most circumstances, unless it results in loss of a key internal feature such as a fireplace. Interpret changes to record original configuration.	Internal original / early doors can be altered, blocked and new openings introduced in limited circumstances. Interpret changes to record original configuration.	Internal original / early doors are not to be altered.

10. Non-contributory Properties Including New Infill

This section applies to new development, and includes new houses as well as additions and alterations to existing non-contributory buildings, within a heritage area.

Where visible from the public realm, new development should respect and complement the heritage significance of the area. A respectful design approach gives special consideration to the siting, scale, architectural style and form, materials and finishes of the proposed development in relation to its neighbours, without copying historic detailing or decoration. New development that is visible from the public realm should respond sympathetically to the heritage values of the heritage area as a whole, and also to that part of the heritage area in the vicinity of the proposed development. Imaginative, well designed and harmonious construction is encouraged. Professional architectural services can be of great assistance in formulating appropriate designs.

10.1 Siting and Scale

10.1.1. New development is to maintain the scale, siting, bulk, form and streetscape appearance of the prevailing streetscape and so should be guided by the criteria for contributory places elsewhere in this policy, but with some greater degree of flexibility.

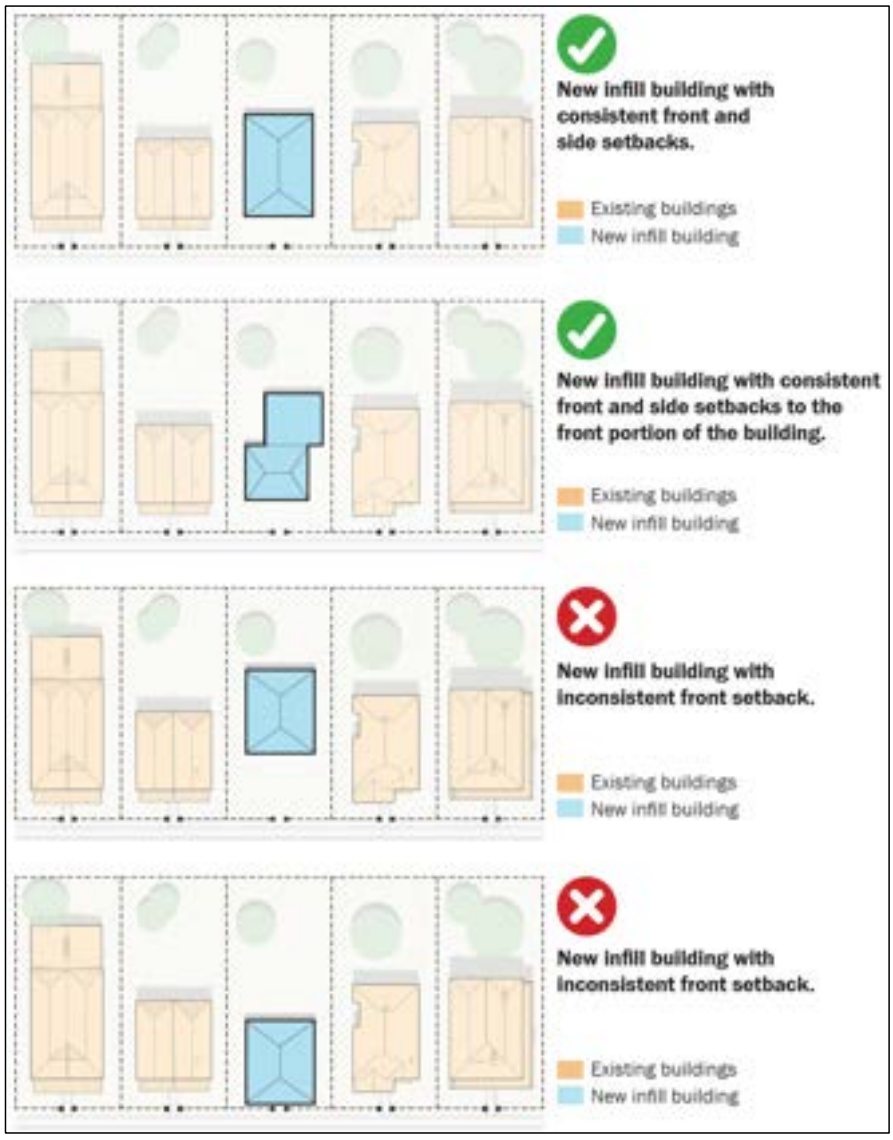
10.1.2. New buildings within a heritage area shall:

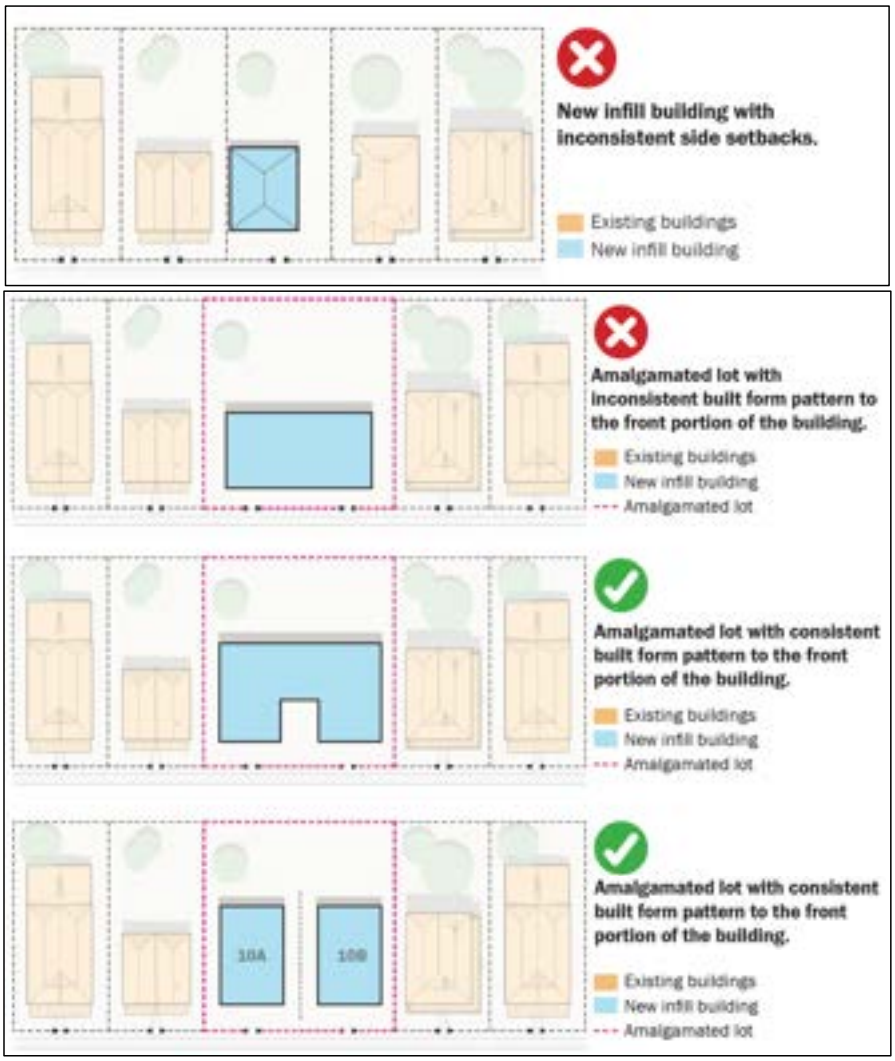
a) Maintain a setting that is consistent with the original streetscape, including front and side setback patterns (refer figure series below);
b) Have a consistent bulk and scale in relation to the original street pattern. E.g. If the original street pattern is single storey then the new infill development should also be, or present as, single storey (at least to the front section of the lot); and
c) Have a plate height consistent with the original street pattern. New developments often propose a lower plate height than the earlier and original buildings. To ensure a consistency of scale the plate height is an important element to ensure it is consistent with the original street pattern.

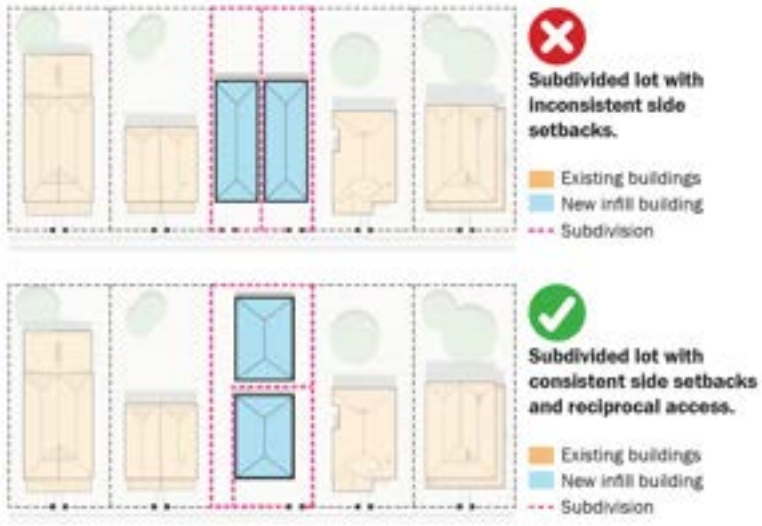
10.1.3. Second storey additions to the rear of buildings on corner lots are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include:

a) Prevailing streetscape and setbacks of the side street;
b) Avoiding a continuous wall extending from the existing side wall; and
c) Avoiding a two-storey height wall to the side street (unless this reflects the prevailing streetscape).

10.1.4. Street setbacks deemed to comply with the above are specified in Part 5 for some areas.


New infill building with consistent front and side setbacks.
Existing buildings
New infill building
New infill building with consistent front and side setbacks to the front portion of the building.
Existing buildings
New infill building
New infill building with inconsistent front setback.
Existing buildings
New infill building
New infill building with inconsistent front setback.
Existing buildings
New infill building


New infill building with inconsistent side setbacks.
Existing buildings
New infill building
Amalgamated lot with inconsistent built form pattern to the front portion of the building.
Existing buildings
New infill building
Amalgamated lot
Amalgamated lot with consistent built form pattern to the front portion of the building.
Existing buildings
New infill building
Amalgamated lot
10A
10B
Amalgamated lot with consistent built form pattern to the front portion of the building.
Existing buildings
New infill building
Amalgamated lot



10.2 Building Form

The form of the building is its overall shape, size and the general arrangement of its main parts.

10.2.1 New residential development within a heritage area shall respect and harmonise with and be sympathetic to the predominant form of the prevailing streetscape without mimicking heritage detailing.

10.2.2 Where an industrial or commercial building is a contrasting element in a predominantly residential streetscape, the contrasting element is not be used as a precedent for new infill development.

10.2.3 Where the building form of contributory properties in the immediate area is highly repetitive, symmetric and/or asymmetric, new development visible from the public realm is to continue this repetition.

10.2.4 The treatment of new infill buildings in terms of the roof form, proportions, materials, number, size and orientation of openings, ratio of window to wall etc. shall relate to that of its neighbours.

10.2.5 Contemporary building designs shall respond to, and interpret, the scale, articulation and detail of the existing nearby buildings in a modern, innovative and sympathetic way.

10.3 Materials, Colours and Detailing

10.3.1 Materials, colours and level of detailing shall reflect / interpret the predominant materials and detailing of the original prevailing streetscape and not visually dominate the streetscape or adjacent heritage buildings.

10.3.2 New development is to blend in with the streetscape but be discernible as new when looked at more closely. 'Faux' or 'mock' heritage detracts from an

understanding and appreciation of the original building and is contrary to the objectives and principles of this policy.

10.3.3 Use of original or traditional colours is encouraged. Glossy materials or finishes are to be avoided unless a historical precedent for their use can be demonstrated.

10.4 Roofs

10.4.1 Traditionally, roof lines are a predominant element of the streetscape. All new development shall respond to and reinforce the existing characteristics of the prevailing streetscape regarding plate and wall heights, roof form, ridge lines, parapet lines, roof slopes and eaves overhangs.

10.4.2 Roof forms that interpret the predominant roof forms of the prevailing streetscape may be considered.

10.5 Verandahs / Porches / Awnings

10.5.1 Verandahs, porches and awnings were often an important element of streetscapes. Inclusion of verandahs, porches and awnings appropriate to the streetscape are encouraged without too precisely mimicking the style of the original character-building elements or heritage detailing.

10.6 Doors and Windows

10.6.1 All windows and door openings visible from the public realm are to have a vertical emphasis, which means they should be taller and narrower in appearance unless there is a predominance in the prevailing streetscape of larger, interwar and later windows.

10.6.2 Front doors are to address the street and be centrally located in the front façade of the new infill building unless there is a different original pattern in the prevailing streetscape.

11. Garages and Carports to All Residential Buildings

Single carports and garages were not constructed in Fremantle until the Inter-War Era and double carports were not common until the 1970s and 80s. Where provided at all, garages and carports to heritage places and within heritage areas were generally located to the rear or side of the original dwelling and so are not traditional features in Fremantle's heritage streetscapes. As such, new garages or carports are to be visually unobtrusive when viewed from the street.

11.1 Do not introduce new crossovers, driveways or parking areas where it would involve the removal of significant fabric of a place or would negatively impact upon the significance of the wider streetscape.

11.2 Carports and garages are to be located behind the building, and visually unobtrusive.

11.3 For non-contributory properties, a carport or garage to a new house that is under the main roof of the development may be set back in line with or behind the front building line of the new house (excluding its verandah / porch).

11.4 Notwithstanding the above carport and garage location requirements, the following arrangements may be considered for non-contributory properties, contributory

properties, Level 3 listed places, and some Level 2 listed places (on a case-by-case basis):

a) A single or double carport located to the side of an existing or new house set back a minimum of 1m from the front building line of the house. (This setback line is taken as the front wall of the building that is closest to the proposed addition and is not the verandah or porch line). The roof to the side carport is to be flat, skillion or simple hipped or gable.
b) A single garage located to the side of an existing or new house set back a minimum of 1m from the front building line of the house. (This setback line is taken as the front wall of the building that is closest to the proposed addition and is not the verandah or porch line). The roof to the single side garage is to be flat, skillion or simple hipped or gable. The structure is to be no more than 3.5m wide.
c) A double garage located to the side of the existing or new house set back a minimum of 2m from the front building line of the house. (This setback line is taken as the front wall of the building that is closest to the proposed addition and is not the verandah or porch line). The roof to the double side garage is to be flat, skillion or simple hipped or gable. The width of the structure is to be no more than 45 percent of the width of the front of the dwelling or 6 meters (whichever is the lesser).

11.5 Where the site is not individually listed and no other location is available, a carport may be considered in front of a dwelling where:

a) The carport does not exceed an average of 2.8 metres in height above natural ground level; and
b) The carport is located so as to maintain visibility of the dwelling from the street and surveillance from the dwelling to the street; and
c) The maximum width of the carport should not exceed 6 metres on a property with a frontage of 12 metres or greater, or 3 metres on a property with a frontage of less than 12 metres; and
d) The carport is set back one metre or greater from any side boundary.

11.6 Carports projecting forward of the building shall be:

a) Open on at least 3 sides (including the side facing the street) with no door; and
b) Of lightweight construction with timber or steel vertical supports no greater than 150mm in width in any direction; and
c) Simple in design and visually subservient to the form and proportion of the dwelling.

11.7 Variations to the above may be considered where development meets one of the following criteria:

a) The proposal is consistent with the character of the prevailing streetscape (e.g. within a redevelopment precinct) and the proposal does not have a negative impact on the significance of the place or area; and/or
b) The proposed setback does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land.

11.8 Access ways and car parking are to be designed to minimise the visual and physical impact on the heritage character of the place or streetscape (including landscaping) and are to be no more than 3.5m wide at the street crossover.

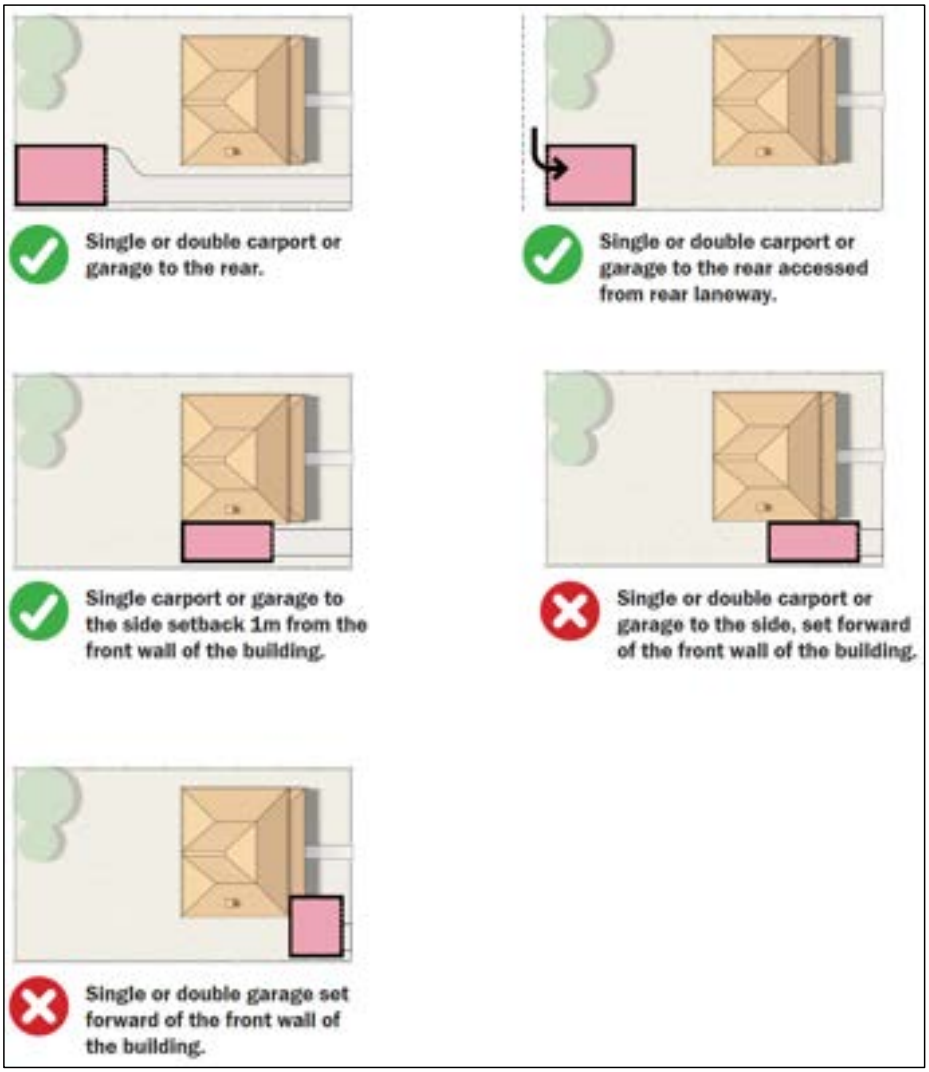


Figure 3: Garage and carport setbacks

12. Fencing to All Residential Buildings

Boundary walls and fences are the key physical elements at the interface between private properties and the public and private realms. Traditional fencing types can contribute greatly to a heritage area's residential streetscape and so are encouraged.

For Level 1A, 1B or 2 listed places:

12.1 Retain and conserve original fences and retaining walls including brick, stone, timber and composite fences/walls. If beyond conservation, replace like-for-like.
12.2 Retain and conserve limestone features such as natural outcrops, cuttings, etc.
12.3 Fencing style and design is to match the style and design of the original historic place.
12.4 Solid metal fences are not to be located within the primary or secondary street setback areas.

For non-contributory properties, contributory places and Level 3 listed places:

12.5 Retain and conserve original fences and retaining walls including brick, stone, timber and composite fences/walls. If beyond conservation, replace like-for-like.
12.6 Retain and conserve limestone features such as natural outcrops, cuttings, etc.
12.7 Fencing types and heights are to be of traditional design and style. Traditional fencing types depend on their location but can include:

Low-scale vertical picket fence

Low-scale limestone wall

Traditional post-and-wire fence

Low-scale horizontal slats

Traditional post-and-wire and picket fence

Low-scale vertical picket fence

Low-scale limestone wall with piers

Hybrid picket and masonry front fence

12.8 Primary and secondary street fencing is to take the following forms:
- a) Solid fencing up to 0.9m in height.
- b) Traditional open style (picket, post and wire or slat) up to 1.2m in height.
- c) Hybrid with a solid portion up to 0.5m and open style of 0.7m above the solid portion, to a total of 1.2m in height.
- d) Piers up to 1.5m in height.

12.9 Solid metal fences are not to be located within the primary or secondary street setback areas.

12.10 Contemporary interpretations and variations are to demonstrate that they are consistent with the prevailing streetscape.

12.11 Variations to the above may be considered where necessary to attenuate traffic noise for properties on primary distributor, district distributor A or integrator arterial roads.

Part 3: Industrial Building Typologies

This part applies to all places that have the form of original industrial buildings. Refer to Part 1 for general conservation and change of use principes, and criteria for demolition, archaeology, subdivision, primary street setbacks, general criteria, form, chimneys, roofs, roof plumbing, wall material and colours, and decorative details.

13. Industrial buildings in Fremantle

Fremantle's historic industrial buildings are an important component of its heritage significance. They contribute to its unique urban form, character and sense of place and demonstrate how the city and its people evolved.

Fremantle was largely developed in the late nineteenth to early twentieth centuries before modern planning codes and private car ownership. Industrial zones did not exist and residential, commercial and industrial uses were located in close proximity with people living near or at their place of work.

The first warehouses and associated industrial buildings were in the West End, initially focused on the jetties in South Bay before migrating north towards the river following the construction of the Inner Harbour in the 1890s Gold Rush. The West End was almost completely rebuilt at this time with commercial offices, hotels and retail in High Street and an intensification of industrial and warehouse uses in the cross streets. Also at this time, wealthier residents departed for new residential areas on the limestone ridges on the then outskirts of the town.

In the 1890s, extensions to the Fremantle to Guildford railway line for industry, such as the spur line to the limestone quarries around Rocky Bay and another to the Owen Anchorage, led to the rapid expansion of North and South Fremantle. Warehouses and factories sprang up along the new railway lines and modest worker housing clustered around the new industry contributing to the working class character of these areas. In the Inter-War era larger warehouses and wool stores followed.

In the Post War Era there were efforts to increase industry and manufacturing on the outskirts of town with the establishment of industrial areas in OConnor, Kwinana and North Fremantle adjacent to North Quay. Warehousing and industry began to relocate to the new areas as changing technology in shipping, warehousing and manufacturing made the old warehouses and factories redundant and the rise in motor vehicle use reduced the benefits of being located near the railway lines.

By the 1980s much of the industry in Fremantle had relocated leaving many vacant or underused buildings. In the 1990s increased interest in heritage buildings and alternative housing models leads to adaptive reuse of former industrial buildings and Fremantle's working class suburbs began to change.

Today many industrial buildings remain in Fremantle, but most have new uses as residential, commercial, educational or cultural buildings. The cultural heritage of these buildings has been retained in the retention of original building fabric, form and industrial character. Apart from the warehouse streets of the West End, these buildings are often a contrasting element in a predominantly residential streetscape but their presence makes a major contribution to the character and identity of these areas.

Gold Rush Era industrial building with offices facing street and warehousing behind, Mouat Street, West End

Gold Rush era industrial building with warehouse section facing onto laneway, Croke Lane, West End

Inter-War Era Mills and Wares Biscuit Factory, South Fremantle, 1980s.

Inter-War Era Weeties Factory, North Fremantle, 1980s.

Furniture manufacturer and warehouse, Pakenham Street 1920s

1920s Wool Stores, 31 Scott Street, South Fremantle

13.1 Conservation

Industrial buildings are usually composed of large rectangular volumes with simple gable roof shapes, large open plan internal spaces and a clearly articulated structural grid. At their most modest industrial buildings are a simple 'shed' but more substantial buildings have a 'façade' of traditional commercial offices facing the street and a cartway providing access to the large open plan industrial space behind. Industrial buildings did not traditionally have verandahs or porches to street entrances or make use of domestic scaled elements.

Structural elements such as engaged masonry piers, window sills, parapet copings etc are often used to provide articulation and modulation of the façades of industrial buildings and give a distinctive rhythm and scale. While many industrial buildings feature a more detailed and refined street façade which makes a public statement about the value and solidity of the business, side and rear walls are more utilitarian. In some cases, there is a considerable contrast between the two sections such as a rendered brick façade to the front and corrugated iron sheeting to the rear.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form, fabric, materials	Retain and conserve the distinctive building form, fabric and materials of the **original building exterior**.	Retain and conserve the distinctive building form, fabric, materials and spaces of the industrial building.		
ii. Component parts	Retain aesthetic differences between parts of the **original building exterior** with different character: • Do not gentrify industrial elements with materials and forms more suited to residential and commercial buildings. • Do not change office/ commercial parts to look more industrial by stripping out more refined finishes	Retain aesthetic differences between component parts of the building with different character: • Do not gentrify industrial elements with materials and forms more suited to residential and commercial buildings. • Do not change office/ commercial parts to look more industrial by stripping out more refined finishes such as wall plaster or ceiling linings.		
iii. Significant fabric	Retain and conserve original/ significant building fabric and key features of the **original building exterior** that contribute to its heritage values such as:	Retain and conserve original/ significant building fabric and key features of the industrial building that contribute to its heritage values such as: • facades, doors, windows, shopfronts, grills, signs;		

Item	Contributory	Level 3	Level 2	Level 1A and 1B
	• Vehicle doors, windows, shopfronts, grills, signs; structural elements and industrial equipment and hardware	• structural elements like floors, walls, ceilings, beams, columns, trusses, and stairs; or • equipment such as gantries, pullies, block and tackles, timber bumper rails, chimneys, flues, loading platforms, hatches, machinery and hardware.		
iv. Patina, wear and tear	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the **original building exterior**, do not make old fabric look new or replace with new if it is still serviceable.	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the building do not make old fabric look new or replace with new if it is still serviceable.		
v. Original materials	Where original materials comprising the **original building exterior** need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or steel frames in new materials with similar colours.	Where original materials need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or steel frames in new materials with similar colours.		
vi. Exposure of internal fabric	Avoid leaving original formerly internal building fabric exposed where it will be subject to deterioration. For example, do not expose roof timbers or steel trusses to the elements or in places that are difficult to maintain and do not expose the inner faces of walls or window frames.			

13.2 Adaptive reuse

Most surviving industrial buildings in Fremantle have undergone some degree of adaptation in the 1990s and 2000s.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Formerly adapted buildings	Where formerly adapted buildings are to be adapted again, retain all remaining heritage fabric and reinstated items that	Where formerly adapted buildings are to be adapted again, retain all remaining heritage fabric and reinstated items.		

Item	Contributory	Level 3	Level 2	Level 1A and 1B
	form part of the **original building exterior**.			
ii. Original forms and features	It is recommended that original historical forms and missing elements and features that are part of the **original building exterior** are reinstated based on physical or documentary evidence.	Reinstate original forms and missing features and elements based on physical or documentary evidence of the place.		
iii. New uses	New uses are to be compatible with the original building and its contribution to the streetscape and: a) minimise the loss and alteration of significant external fabric of the **original building exterior**; and b) suit the elements of the form, scale and structural grid.	New uses are to be compatible with the heritage building and: a) minimise the loss and alteration of significant fabric and spaces; and b) suit the form, scale and structural grid.	New uses are to be compatible with the heritage building and: a) minimise the loss and alteration of significant fabric and spaces; b) suit the form, scale and structural grid; and c) retain part of the large, internal spaces and expose the structural grid.	
iv. Windows	Existing windows of the **original building exterior** to be utilised and activated and not blocked up. In rare instances, and where they will not compromise the basic form and structure of the building, openings may be permitted to be blocked up. Where openings are blocked up, recess infill material to retain the façade rhythm.	Existing windows to be utilised and activated and not blocked up. In rare instances, and where they will not compromise the basic form and structure of the building, openings may be permitted to be blocked up. Where openings are blocked up, recess infill material to retain the façade rhythm.	Existing windows to be utilised and activated and not blocked up.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
v. New internal floors	New internal floors are to suit existing window layouts to actively engage with the facade.			
vi. Doors and gates	Existing doors, gates and vehicle access openings of the **original building exterior** to be retained. Glazing to be installed in redundant openings rather than solid materials.	Existing doors, gates and vehicle access openings to be retained. Glazing to be installed in redundant openings rather than solid materials.		
vii. New openings	New openings to the **original building exterior** may be acceptable where they will not compromise the basic form and structure of the building.	New openings may be considered where they will not compromise the basic form and structure of the building.		
viii. Balconies	Recessed balconies are to be constructed behind existing or new openings rather than adding external balconies.			

13.3 Siting

Most industrial buildings have a zero setback to the street (primary and secondary), and this often contrasts with surrounding residential development which is set back from the street.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Street setbacks	Additions to industrial buildings are to match the existing setbacks of the heritage building rather than adjacent buildings of a different typology.			

13.4 Form and scale

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form and volume	Additions to the **original building exterior** are to make use of simple volumes and industrial forms such as large rectangular volume with gable roofs or sawtooth truss roofs.	Additions are to make use of simple volumes and industrial forms such as large rectangular volume with gable roofs or sawtooth truss roofs.		
ii. Scale, proportions and rhythm	Additions to the **original building exterior** are to sympathetically respond to the scale, proportions, structural grid and rhythm of openings of the industrial building.	Additions are to sympathetically respond to the scale, proportions, structural grid and rhythm of openings of the industrial building.		
iii. Rear additions	Rear additions are to be designed so they do not adversely affect the **original building exterior** and are not visible from the street.			
iv. Secondary street setbacks	a) Second storey additions to the rear of a building on a corner lot are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include: i. Prevailing streetscape and setbacks of the secondary street. ii. Avoiding a two-storey height wall to the secondary street unless this reflects the prevailing streetscape of the secondary street. b) Rear additions are to be lower than the eaves of the industrial building on the secondary street side and clearly articulated. Rear additions may be higher where they are not visible from the secondary street.		Generally, as per Level 3 but assessed on a case-by-case basis	
v. Side additions	Side additions to the **original building exterior** are to be lower than the eaves of the industrial building and clearly articulated. Articulation can include: • a 1 meter setback behind the façade of the heritage building; • a subtle change in materials; or	Side additions are to be lower than the eaves of the industrial building and clearly articulated. Articulation can include: • a 1 meter setback behind the façade	Generally, as per Level 3 but assessed on a case-by-case basis.	

Item	Contributory	Level 3	Level 2	Level 1A and 1B
	• a link element such as a glazed section.	of the heritage building; • a subtle change in materials; or • a link element such as a glazed section.		
vi. Articulation	New additions impacting the **original building exterior** are to sympathetically respond to the level of articulation and modulation of the significant industrial buildings.	New additions are to sympathetically respond to the level of articulation and modulation of the significant industrial buildings.		

13.5 Details and materials

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Character of details and materials	External detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials	Detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials		
ii. Practical decoration and details	Use structural elements and practical detailing such as engaged piers, copings, sills, etc to provide modulation and articulation of new facades			
iii. New materials	New materials to the **original building exterior** are to be sympathetic with the significant industrial buildings and not dominate them with highly contrasting colours, textures or materials.	New materials are to be sympathetic with the significant industrial buildings and not dominate them with highly contrasting colours, textures or materials.		

Item	Contributory	Level 3	Level 2	Level 1A and 1B
iv. Details to additions	Additional details to the **original building exterior** are to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.	Additional details to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.		

13.6 Services

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Screening	New roof top services to be screened from view and integrated into overall building design. Access ladders, etc to roof top services to be discretely located and not impact on streetscape.			
ii. Services	Services to the **original building exterior**: a) to be installed with minimal damage to heritage fabric. b) be discretely located and grouped to minimise visual impact. c) to be surface mounted rather than chased into masonry. Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.	All new services: a) to be installed with minimal damage to heritage fabric and spaces. b) to be discretely located and grouped to minimise visual impact. c) to be surface mounted rather than chased into masonry. Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.		

13.7 Infill buildings

Where industrial buildings are a contrasting element in a predominantly residential streetscape, the industrial building is not be used as a precedent for new infill development.

Where the prevailing streetscape is industrial in character, infill development is to sympathetically respond to the siting, form, articulation and materials of the industrial context.

Part 4: Commercial Building Typologies

This part applies to all places that have the form of original commercial buildings.

14. Commercial buildings in Fremantle

In the Gold Rush Era banks and offices were located around the Victoria Quay and the Town Hall and mixed-use commercial buildings with retail, offices and residential uses were located along major roads and in local centres. These buildings were all constructed with a zero setback to the street and had a distinct public face with a more finely detailed façade treatment. Simpler utilitarian treatments were used on side and rear elevations except for corner buildings which often addressed the corner with an entrance and had two primary facades.

Substantial banks and office buildings constructed in High Street and around Victoria Quay. were designed to express solidarity and permanence and often had complex façade treatments in the Federation Academic Classical Style. These buildings did not have shopfronts and the ground floor was often slightly elevated with recessed doorways to accommodate entrance steps. They did not have street verandahs although sometimes there were recessed porticos on the upper floor.

More commonly commercial buildings were mixed use with retail, services, offices and residential uses. Buildings had a zero setback from the front boundary with large shopfronts on the ground floor sheltered by a verandah that extended over the footpath and encouraged window shopping. Offices or residences were located above behind a classically proportioned façade with either a separate entrance or stair in the shop. In the more suburban residential areas parades of single storey shops were established at local centres and corner shops with attached houses were scattered throughout the area.

Fremantle's mixed use commercial buildings were mostly constructed in the Gold Rush Era but this building type continued to be used through the Inter-War era with the only major differences being the architectural treatment of the front façade, the use of fine metal framed shopfronts rather than timber shopfronts and the use of cantilevered box awnings rather than verandahs. Gold Rush era buildings were often refurbished in the Inter-War era with new shopfronts, awnings and façade treatments to reflect evolving stylistic trends.

Mixed used commercial buildings

Hotel

Gold Rush Era shops with original timber framed shopfronts and verandah

Gold-Rush era shop with Inter-War alterations to shopfronts and cantilevered awning

Detail – Timber shopfront

Detail – Metal framed shopfront

Two storey shop with residence/ storage above, North Fremantle

Corner Shop with attached house, Fremantle

14.1 Conservation

Gold-Rush and Inter-War commercial buildings have a distinctive form and key architectural features including a decorative façade facing the primary street, large shopfronts edging the back of the footpath and a verandah or awning over the footpath to provide a pleasant environment to entice customers to visit and loiter. Attached residences were often located on upper floors or in the case of corner shops,

adjacent. Upper floors were also used for office and storage area or in some cases a separate staircase led up to 'chambers' or groups of small offices suites. Where buildings are located on a corner they often feature a corner entrance and address both primary and secondary streets.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form, fabric, materials	Retain and conserve the distinctive building form, fabric, materials and spaces of the **original building exterior** of commercial buildings.	Retain and conserve the distinctive building form, fabric, materials and spaces of commercial buildings.		
ii. Component parts	Retain any differences between the component parts of the **original building exterior** and the differing treatments of main and side facades.	Retain any differences between the component parts of the building and the differing treatments of main and rear facades.		
iii. Original fabric	Retain and conserve original/ significant fabric and key features of the **original building exterior** that contribute to its heritage values including: a) facades, shopfronts, doors, windows, grills, tiles and signs; b) verandahs and/ or awnings; and c) corner entrances.	Retain and conserve original/ significant building fabric and key features of the commercial building that contribute to its heritage values, including: a) facades, shopfronts, doors, windows, grills, tiles and signs a. verandahs and/ or awnings; b) corner entrances; c) significant internal elements – timber floors, walls, ceilings, cornices, roses, exposed steel beams and columns, stairs; and d) significant internal features such as internal timber stairs, display platforms, tiling or terrazzo in entries and timber framed office partitions on upper floors.		
iv. Patina, wear and tear	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the building and are part of the **original building exterior**, do not make old fabric look new or replace with new if it is still serviceable and.	Where patina, wear and tear and other signs of earlier use contribute to the character and heritage value of the building, do not make old fabric look new or replace with new if it is still serviceable.		

v. Replacement	Where original materials of the **original building exterior** need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or window frames in new materials with similar colours.	Where original materials need to be replaced but are no longer available seek alternatives which closely match the visual appearance of the original. For example, match the profiles of corrugated sheeting, weatherboards or window frames in new materials with similar colours.

14.2 Adaptive reuse

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. New use	Acceptable new uses will retain heritage values through the retention of original building fabric of the **original building exterior**.	New uses to be selected that will retain heritage values through the retention of original building fabric and significant spaces.		
ii. Existing Openings	Existing windows, doors and shopfronts of the **original building exterior** are to be utilised and activated and not blocked up.	Existing windows, doors and shopfronts to be utilised and activated and not blocked up.		
iii. New Openings	New openings to the **original building exterior** may be acceptable where they will not compromise the basic form, original facade composition, architectural features and structure of the building.	No new external openings to significant facades. New internal openings may be acceptable where they will not compromise the basic form, architectural features and structure of the building		
iv. Upper level mixed use	Proposals that bring the upper level of retail mixed use buildings into use are encouraged and new independent access arrangements to the **original building exterior** may be supported provided they	Proposals that bring the upper level of Retail Mixed Use buildings into use are encouraged and new independent access arrangements may be supported provided they do not undermine the recognised heritage value of the place.		

	do not undermine the recognised heritage value of the area.	

14.3 Verandahs

Verandahs and cantilevered box awnings are an important feature of commercial buildings which contribute to the heritage value of the building and surrounding streetscape as well as the amenity of the public realm by providing sheltered public space to encourage pedestrian activation of the area. Some two storey commercial buildings have double storey verandahs attached to primary and secondary street frontages.

i. Retain and conserve original verandahs and cantilevered box awnings.

ii. Reinstatement of original verandahs is encouraged where evidence is available to indicate a verandah was once present. Reinstatements should use photographic records and physical remnants to ensure they are reasonably accurate. Reinstated verandahs may be structurally enhanced to comply with modern requirements where the modification to the original design is concealed, for example, more durable steel posts in place of timber posts in the road reserve may be considered where they are of the same size, shape and profile.

iii. Verandahs are not to be enclosed.

iv. Café blinds or similar elements that enclose the space under a street verandah would only be considered where they do not impede pedestrian usage of the footpath or visually obscure the building and its shopfronts.

14.4 Shopfronts

Large, glazed shopfronts are a key architectural feature of commercial buildings and make an important contribution to the heritage character of Fremantle and the quality of the built environment.

The façade of a commercial building is divided into bays by the masonry building structure. Traditional shopfronts span for the full width of the structural bay and extend up to the underside of the verandah / awning roof. Some shops have a secondary highlight window over the verandah to provide extra light deep into the shop. The traditional shopfront consists of a recessed entrance door, large, glazed shopfront windows sitting on a low solid plinth or 'stall bay' and a glazed fanlight that extends over the door and shop window. There is usually a

glazed fanlight over the entrance door and shopfront which sometimes has decorative stained glass or lead lights. Inside the shop there was usually a raised platform to display goods.

Gold Rush era shopfronts were of timber construction sometimes with decorative turned columns, stained glass fanlight windows and tiled entry recesses and dados to structural piers. The solid stall bay was usually part of the shopfront. Inter-War era shopfronts had a fine metal framed structure with Art Deco influenced proportioning and decorative motifs, leadlight fanlight windows and tiled or terrazzo entry recesses and dados to structural piers. The stall bay was usually a masonry plinth which was tiled to match the dado tiling on the masonry piers to the façade.

14.4.1 Conservation and adaptation of heritage shopfronts:

i. Heritage shopfronts are to be retained, conserved and, where possible, enhanced to maintain the character of the commercial building. Both the Gold Rush period timber frames and the interwar period, Art Deco influenced metal frames are significant.

ii. Historic fabric and architectural features of the shopfront are to be retained including decorative features and glazing, metal vents, tiling, terrazzo features, shop numbers, remnant signage, pressed metal linings, etc.

iii. Traditionally shopfront windows had fixed panes; modification of the shopfront to include some opening windows will only be considered where frames are invisible, and installation does not involve the removal of original fabric.

iv. Do not remove transoms (horizontal elements) or mullions (vertical elements) from heritage shopfronts.

v. Do not install bi-fold doors into heritage place shopfronts.

vi. Do not install external roller doors, gates or roller shutters in front of shopfronts to heritage place buildings.

vii. Glazing to shopfronts to be largely clear to activate the street and contribute to the ambience and character of the area.

viii. Glazing above the shopfront and verandah level is to be retained and is not to be covered internally by bulkheads and ceilings.

14.4.2 New shopfronts to heritage places

i. New shopfronts to heritage places may be considered where the original shopfront, or an Inter-War era replacement shopfront, has been removed in the past.

ii. Reinstatement of missing shopfronts is highly encouraged where there is documentary evidence of the original shopfront (photos or plans) or physical evidence (a surviving shopfront or parts of a shopfront within the same building).

iii. New shopfronts to a building with other surviving heritage shopfronts must either accurately reinstate the original shopfront or sympathetically respond to the form, architectural style, materials and colours of the original shopfront.

iv. New shopfronts are to sympathetically respond to the traditional shopfront form and the architectural style and era of the building. Shopfronts are to include a recessed entrance, large shop window with a low solid plinth, fanlight and where appropriate highlight windows over the verandah / awning.

14.4.3 Shopfront window signs

i. Advertising on shopfronts not to significantly obstruct views into commercial tenancies so activity and shopfront displays will activate the street and contribute to the character of the area.

ii. Fanlights to remain predominantly clear.

iii. Traditional signage such as lettering or small logos on a clear background is encouraged.

14.5 Siting

Most commercial buildings have a zero setback to the street (primary and secondary), and this often contrasts with surrounding residential development which is set back from the street. The exception to this is a Corner Shop and House which is a hybrid typology.

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Existing setbacks	Additions to commercial buildings are to match the existing setbacks of the heritage building rather than adjacent buildings of a different typology.			
ii. Corner Shop and House	Additions to Corner Shop and House buildings are to respect the established setbacks of the two parts. For the house, refer to Part 2: Residential Building Typology of this Policy.			

14.6 Form and scale

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Form and volume	Additions to the **original building exterior** are to to sympathetically respond to the form and volumes of the commercial building.	Additions are to to sympathetically respond to the form and volumes of the commercial building.		
ii. Scale, proportions and rhythm	Additions to the **original building exterior** are to sympathetically respond to the scale, proportions, structural grid and rhythm of openings of the industrial building.	Additions are to sympathetically respond to the scale, proportions , structural grid and rhythm of openings of the commercial building.		
iii. Rear additions	Rear additions are to be designed so they do not adversely affect the **original building exterior** and are not visible from the street.			
iv. Rear additions to secondary street	a) Second storey additions to the rear of a building on a corner lot are to be set back an appropriate distance based on a streetscape analysis of the secondary street. Issues to consider include: i. Prevailing streetscape and setbacks of the secondary street. ii. Avoiding a two-storey height wall to the secondary street unless this reflects the prevailing streetscape of the secondary street. b) Rear additions are to be lower than the eaves of the commercial building on the secondary street side and clearly articulated. Rear additions may be higher where they are not visible from the secondary street.		Generally, as per Level 3 but assessed on a case-by-case basis	
v. Side additions	Side additions to the **original building exterior** are to be lower than the eaves of the commercial building and clearly articulated. Articulation can include:	Side additions are to be lower than the eaves of the commercial building and	Generally, as per Level 3 but assessed on a case-by-case basis.	

	• a 1 meter setback behind the façade of the heritage building; • a subtle change in materials; or • a link element such as a glazed section.	clearly articulated. Articulation can include: • a 1 meter setback behind the façade of the heritage building; • a subtle change in materials; or • a link element such as a glazed section.	
vi. Articulation	New additions impacting the **original building exterior** are to sympathetically respond to the level of articulation and modulation of the significant commercial buildings.	New additions are to sympathetically respond to the level of articulation and modulation of the significant commercial buildings.	

14.7 Details and materials

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Character of details and materials	External detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials	Detailing and materials of additions are to suit the industrial character of the heritage building and to avoid domestic scale, detailing and materials		
ii. Practical decoration and details	Use structural elements and practical detailing such as engaged piers, copings, sills, etc to provide modulation and articulation of new facades			

iii. New materials	New materials to the **original building exterior** are to be sympathetic with the significant commercial buildings and not dominate them with highly contrasting colours, textures or materials.	New materials are to be sympathetic with the significant commercial buildings and not dominate them with highly contrasting colours, textures or materials.
iv. Details to additions	Additional details to the **original building exterior** are to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.	Additional details to sympathetically respond to the details and materials of the heritage building rather than directly replicating stylistic features of the heritage building.

14.8 Services

Item	Contributory	Level 3	Level 2	Level 1A and 1B
i. Screening	New roof top services to be screened from view and integrated into overall building design. Access ladders, etc to roof top services to be discretely located and not impact on streetscape.			
ii. Services	Services to the **original building exterior**: d) to be installed with minimal damage to heritage fabric. e) be discretely located and grouped to minimise visual impact. f) to be surface mounted rather than chased into masonry. Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.	All new services: d) to be installed with minimal damage to heritage fabric and spaces. e) to be discretely located and grouped to minimise visual impact. f) to be surface mounted rather than chased into masonry. Sufficient detail of new services to be provided at Development Application stage to demonstrate that these elements will have minimal impact on heritage fabric and spaces.		

14.9 Infill buildings

Where commercial buildings are a contrasting element in a predominantly residential streetscape, the commercial building is not be used as a precedent for new infill development.

Where the prevailing streetscape is commercial in character, infill development is to sympathetically respond to the siting, form, articulation and materials of the commercial context.

Part 5: Criteria for Specific Heritage Areas

The heritage areas below have specific requirements in addition to the general requirements of Parts 1-4 above. Where Parts 1-4 are inconsistent with Part 5, the Part 5 requirements prevail to the extent of the inconsistency.

15. Hilton Garden Suburb Heritage Area

The Hilton Garden Suburb Heritage Area has a distinctive heritage character that is derived from its planning, development and construction by the State Housing Commission in the Post-War Era. The curvilinear road layout, parks, irregular shaped lots and large open front gardens all contribute to the garden suburb character and a high proportion of the original houses remain. The houses, which are a simplified form of popular Inter-War styles, have a high level of conformity due to limitations on floor area, scale and materials. Housing constructed in the early stage of development is timber framed with tiled roofs and variety was provided by variations in the simple hip and gable roof forms, the porch design and the wall cladding material. Later development east of Collick Street includes brick and tile house types with simplified elements of popular Post-War residential styles.

15.1 Street Setbacks

15.1.1 For the purpose of determining the setback of buildings, the street designated as the primary or secondary street shall be determined by the Council, taking into consideration the prevailing streetscape, lot and house orientation and physical characteristics of the lot.

15.1.2 New extensions shall be located at the rear or side of the original dwelling.

15.1.3 Deemed-to-comply setbacks for buildings, including garages/carports where under the main roof of the development, are as follows:

Item	Setback
Primary Street	7m
Secondary Street	3m
Garages, Carports and Outbuildings	Set back in line with or behind the front wall of the dwelling.

15.1.4 Notwithstanding the above, carports may be located in front of the dwelling where the development meets all of the following criteria:

a) The carport is open on all sides with no door;

b) The carport is lightweight in construction with timber or steel vertical supports no greater than 150mm in width in any direction;

c) No part of the carport exceeds 2.8 metres in height above natural ground level;

d) The carport appears simple in design and is visually subservient to the form and proportion of the dwelling;

e) The carport is located so as to maintain visibility of the dwelling from the street and surveillance from the dwelling to the street;

f) The maximum width of the carport is to be 6 metres on a property with a frontage of 14 metres or greater or on a property with a frontage of less than 14 metres, the maximum width of a carport is to be 3 metres; and

g) The carport complies with clause 5.1.3 – Lot boundary setbacks, of the Residential Design Codes.

15.1.5 Variations to primary street setbacks may be considered where the development meets at least one of the following criteria:

a) Where the proposed setback of the building is consistent with the setback of buildings within the prevailing streetscape;

b) Where due to the nature of the road and/or lot layout in the locality or the topography of the land, the proposed setback of the building does not result in a projecting element into an established streetscape vista; or

c) Where the proposed setback of the building will facilitate the retention of a mature, significant tree deemed by the Council to be worthy of retention.

15.1.6 Variations to secondary street setbacks may be considered where the development meets criteria 15.1.5(b) above.

15.1.7 Dwellings are to be oriented parallel with the front boundary of the property addressing the primary street unless one of the following apply:

a) The proposed dwelling orientation is consistent with the orientation of dwellings within the prevailing streetscape; or

b) The proposed dwelling orientation is consistent with the traditional angular orientation of buildings, particularly in the case of corner lots where dwellings are typically set square to the corner splay of the lot.

15.2 Garage width

15.2.1 Garage widths are as follows:

Location	Criteria
Garage set back in line with or less than 2 metres behind the front wall of the dwelling	Maximum garage width of 3.2 metres
Garage set back 2 metres or more behind the front wall of the dwelling	• Maximum garage width of 45% the width of the front of the dwelling • Driveway to taper gradually from the garage to the street and be a maximum width of 3.5 metres at the street boundary

Corner lots where the garage addresses the secondary street	Maximum garage width of 6 metres

15.2.2 The garage width may be varied where one of the following can be demonstrated:

a) The visual impact of the garage on the streetscape is alleviated due to significant variations in the topography in the front setback area such that the garage floor level is situated well below the ground level of the street;

b) The garage is setback a significant distance from the street boundary of the property and the width of the driveway is minimised to maintain a streetscape of open front setback areas and single residences separated by open space that are not dominated by garages; or

c) The positioning of the garage will assist in producing an overall building design more in keeping with the form and proportions of traditional Hilton houses, including a simpler roof form and the width of the driveway is minimised to maintain a streetscape of open front setback areas and single residences separated by open space that are not dominated by garages.

15.3 Street walls and fences

15.3.1 Fencing with a high proportion of visual permeability and reflective of fencing styles and materials traditional to the area (primarily post and wire/mesh infill) is strongly encouraged.

15.3.2 Street walls and fencing forward of the building line are to be a maximum height of 1.5 metres and meet the following criteria:

Where the maximum fence height is...	Visual permeability is to be...
Up to 0.9 metres	Minimum 20% visually permeable above 0.3 metres
1.0m to 1.2 metres	Minimum 50% visually permeable above 0.3 metres
1.3 to 1.5 metres	Minimum 85% visually permeable above 0.3 metres

15.3.3 Variations to the above may be considered where it is demonstrated that the proposal is consistent with character of the prevailing streetscape (including, in relation to this clause only, the house directly across the street and the three houses on either side of that opposing house, where these are located within the Hilton Heritage Areas) AND maintains clear surveillance between the street and the dwelling.

15.3.4 Notwithstanding the above, front fencing shall be visually permeable above 1.2 metres to a maximum height of 1.8 metres, with piers no higher than 2.0 metres for properties on the following streets:

- South Street, between Stock Road and Lee Avenue;
- Carrington Street, between South Street and Winterfold Road; or

- Winterfold Road, between Carrington Street and Collick Street.

15.3.5 Solid masonry (brick) fencing of a maximum height of 2 metres is permitted to the rear boundary of properties backing onto Stock Road.

15.4 Vehicle Access

15.4.1 Where two or more lots share a vehicular access point (via an access easement, common property driveway, or the like), such a shared vehicular access point is to be the sole vehicle access for all of those lots to that street front.

15.4.2 Where variations are permitted, new crossovers shall be a maximum width of 3 m, and the development is to provide a landscaping plan demonstrating high quality landscaping features to soften the impact of the additional hardstand on the streetscape appearance.

15.5 Building Height

15.5.1 Building heights are as follows:

Item	Height
External wall height for elevations fronting the primary and/or secondary streets	Minimum 3.2 metres
External wall height	Maximum 3.5 metres (equivalent to single storey with loft)
Roof ridge height	Maximum 6.5 metres

15.5.2 Lesser external wall heights may be considered where the proposed height is consistent with the wall height of development within the prevailing streetscape and the development meets one of the following:

a) The development incorporates design elements that give the development a greater, more traditional presence to the street such as gable ends greater than the minimum external wall height or a steeper roof pitch (within the maximum roof pitch requirement of 35 degrees); or

b) The natural ground level of the site is higher than the street so the development maintains a greater, more traditional presence to the street.

15.5.3 Greater external wall heights and/or roof ridge heights may be considered where the development meets one of the following criteria:

a) The development is on a rear survey strata lot, battleaxe lot or the equivalent and has minimal presentation to the streetscape and the development complies with the Deemed-to-comply requirements of the Residential Design Codes for the following:

i. Clause 5.1.3 Lot Boundary Setback,

ii. Clause 5.1.4 Open Space, and

iii. Clause 5.4.2 Solar access for adjoining sites

b) Excluding development on a rear survey strata lot, battleaxe lot or the equivalent, the front and side elevations of the development present generally as a single storey dwelling when viewed from the street with the predominant bulk of the element exceeding the prescribed maximum building height located at the rear of the dwelling; or

c) Excluding development on a rear survey strata lot, battleaxe lot or the equivalent, the proposed building height is consistent with the building height of development within the prevailing streetscape.

15.6 Boundary walls

15.6.1 Boundary walls shall be located a significant distance from the front boundary to maintain a streetscape of separated single residences separated by open space.

15.7 Form and proportion of new dwellings

15.7.1 Unless it can be demonstrated that a proposal is consistent with the prevailing streetscape, roofs shall:

a) Be hipped or gabled with a pitch between 27.5 and 35 degrees;

b) Be simple in form, incorporating no more than 2 roof elements visible from the primary and/or secondary street; and

c) Have eaves a minimum width of 450mm.

15.7.2 Buildings shall:

a) Have wall angles of the front face of the dwelling be 90 degrees; and

b) Have a front door facing and clearly visible from the street.

15.7.3 Variations to the above may be considered where a proposal is consistent with the prevailing streetscape, and provides street surveillance from a habitable room or active outdoor habitable space between the dwelling and the street.

15.8 Conservation of existing dwellings

15.8.1 Where the dwelling is an original timber framed or brick dwelling constructed during the establishment of the Hilton Garden Suburb Precinct (dwellings constructed prior to 1965), refer to Parts 1 & 2 of this Policy for criteria on conservation, such as replacement of doors and windows, and any other items not addressed in this Part. If the dwelling is not an original dwelling constructed prior to 1965, refer to clause 10 of this Policy for criteria not addressed in this Part.

15.8.2 Variations may be considered where the proposed development involves minor variations and is specifically designed according to solar passive design principles to achieve a significantly higher level of energy efficiency than could otherwise be achieved by complying with Parts 1,2 or 5 of this Policy.

15.9 Rear lots

15.9.1 Where development is proposed on a site or lot that is either a battleaxe lot, rear survey strata lot or the equivalent and the proposed development has minimal presentation to the streetscape, only the maximum height and vehicle access provisions of this Part apply. For all else, refer to the Residential Design Codes.

15.10 Non-residential development

15.10.1 Where development is proposed on a site or lot not zoned Residential and/or where the development is associated with a non-Residential use class, the development shall be compatible with the heritage significance of the "Hilton Garden Suburb Precinct" Heritage Area as well as the relevant requirements of the Local Planning Scheme No. 4.

15.11 Subdivision

15.11.1 The historic pattern of subdivision within the Hilton Garden Suburb Precinct is characterised by wide lot frontages which contribute significantly to the streetscape character and amenity of Hilton. In order to preserve the traditional streetscape character and amenity of Hilton, the following criteria apply:

a) The subdivision is in the form of battleaxe or survey strata (with or without common property) with one lot behind the other.

b) The proposed front lot shall have a minimum frontage of 16 metres. In the case of corner lots, the minimum frontage of 16 metres shall apply to the primary street.

c) Access legs for battleaxe or survey strata subdivision shall provide reciprocal access to both the front and rear lots. The City may impose a relevant condition on any subdivision.

15.11.2 Variations to the above may be considered where the local government is satisfied that the proposal will be consistent with the form of subdivision within the prevailing streetscape.

16. West End

Refer to LPP 3.21: West End Heritage Area.

17. Other Heritage Areas

17.1 Street setbacks

For the following areas, deemed-to-comply street setbacks to residential development in a residential zone are as per the Residential Streetscape Policy unless the lot is subject to a more area-specific policy, guideline or planning instrument:

- Holland and Forrest Streets Heritage Area
- Howard Street Heritage Area
- Memorial Reserve Heritage Area

- North Fremantle Heritage Area
- Ord and Bateman Streets Heritage Area
- Ord Street Heritage Area
- South Fremantle Heritage Area

Appendix 1 - Definitions

The following definition of terms used in the policy apply in addition to those in Planning and Development Act and Heritage Act, and subsidiary regulations, and City of Fremantle Local Planning Scheme No.4.

Adaptation means changing a place to suit the existing use or a proposed use.

Additions are new elements to be added to an existing place – this could include extensions, outbuildings or ancillary structures.

Alterations are changes to an existing place.

Ancillary structures include sheds, patios and gazebos etc.

Bulk is the combination of scale, massing and form of a building (three-dimensional perspective), e.g. a cube is of greater bulk than a pyramid of the same base size and elevation.

Contributory place means a **place** that makes a positive contribution to the **cultural heritage significance** of a Heritage Area. A **contributory place** may or may not be included on the City's **Heritage List** as an individual **place**.

Curtilage the area of land around a building associated with its function and/or appropriate visual space.

External fixtures – refer Residential Design Codes definition. (Includes air conditioning units, radio and television aerials, satellite dishes, solar panels, water tanks, service connections, meter boxes or similar structures appurtenant to buildings)

Form means the overall shape and size of a building, structure or fabric and the arrangement of its parts and features.

Heritage List is the list of places and areas that are considered to have cultural heritage significance to the City of Fremantle and are worthy of protection.

Heritage-protected place is as defined in Schedule 2 Regulation 1A of the *Planning and Development (Local Planning Schemes) Regulations 2015*. For ease of reference, the definition includes state registered places, locally registered places, places the subject of a heritage order or heritage agreement, and all properties within a heritage area, including non-contributory properties.

Individual place see Place.

Interpretation means communicating the meanings of a cultural or historic **place** through a variety of media and includes the retention and **conservation** of the **fabric** of the **place**.

Like-for-like means exchanging a part of a **place** in exactly matching material, colour, **form**, profile etc.

Maintenance means the continuous protective care of a **place** and its **setting**, including regular inspection and cleaning. **Maintenance** is distinct from repair, which involves **restoration** or **reconstruction**. For roofs, **maintenance** includes partial repairs such as replacement of some roof sheets or some tiles, but not whole roof replacement.

Non-contributory means a **place** that does not contribute to the **cultural heritage significance** of the South Fremantle Heritage Area.

Original building exterior means:

a) the original external portions of a building that contribute to the area. It includes, the following:

i. the main external walls under the original main roofline;

ii. the roof, eaves, roof plumbing and chimneys of the original main building;

iii. any lean-tos of the same material and constructed at roughly the same time as the original main rooms of the house;

iv. porches, verandahs, front steps and the like;

v. window frames, doors, shopfronts, and positioning of openings;

vi. external detailing and features; and

vii. colour, material, texture, and the like.

But *excludes*:

viii. portions of rear wall (inclusive of above items i-vii on the rear wall) at least 250mm from a side corner;

ix. rear portions of roofs and eaves from the corner of the rear roof or eaves to 250mm in from the side corner of the wall; and

x. any portions of roof at least 500mm behind the apex or parapet and down the length of the rear roof and not visible from the street.

Refer to figures 4 and 5 in Appendix 2.

Patina means the surface appearance of something evolving with age or use.

Partial demolition is selective in nature since it only removes certain parts of a building instead of the entire structure.

Place (**Heritage place** / **Individual place** / **Individually listed place**) has the meaning given by the *Heritage Act 2018*. It is the whole of the heritage lot or parcel of land which contains a heritage item that is considered to be the place. For purposes of this policy, the term excludes non-contributory properties unless as part of the term "heritage-protected place".

Preservation means maintaining a place in its existing state and preventing deterioration. Preservation would include, for example, repainting a previously painted timber element to protect it from the weather.

Prevailing Streetscape means the characteristics of the 3 properties adjoining either side of the subject site, fronting the same street and in the same street block. In the case of a corner lot where the dwelling is orientated to the splay, the characteristics of the adjoining three properties, where appropriate, facing both streets shall be considered. Greater weight may be given to the characteristics of the two immediately adjoining properties on either side of the subject site fronting the same street(s). For the purpose of this definition,

properties separated by a street shall not be considered 'adjoining', nor shall intrusive or non-contributory properties be used to establish context.

Public realm means publicly accessible areas such as footpaths and road reserves.

Reconstruction means returning a place to a known earlier state and is distinguished from 'restoration' by the introduction of new material. Reconstruction would include replacing decayed fabric with new fabric; for example, a rusted-out gutter being removed and a new (but matching gutter) being installed. Reconstruction should always be done in a 'like for like' replacement manner.

Restoration means returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material. It generally involves returning dislodged or relocated fabric to its original location. E.g. loose roof gutters on a building or displaced stones from a wall.

Scale is the two-dimensional elevation sizes of a building; the vertical height; horizontal width; and their relative proportions to surrounding buildings and places.

Setback means the horizontal distance of building edge from a property boundary.

Setting means the immediate and extended environment of a place that is part of, or contributes to, its cultural significance and distinctive character.

Significant Fabric is the part(s) of a place or area that are important to its cultural heritage significance. For contributory properties this relates only to the external parts that form the original building exterior. For individually listed properties, it may include any or all of the place.

Siting means the relationships and juxtaposition of buildings on a site and the space around/between buildings.

Visible from the street – means based on an assumed line of sight measured at a perpendicular angle to the primary street boundary of the development site and the street or public open space, at an assumed point of 1 metre less than the street width and 1.6 metres above ground level. An area of public open space will be considered to have an assumed street width of 20 metres for the purpose of this definition. (Refer to diagram in Appendix 2)

Appendix 2 – Diagrams

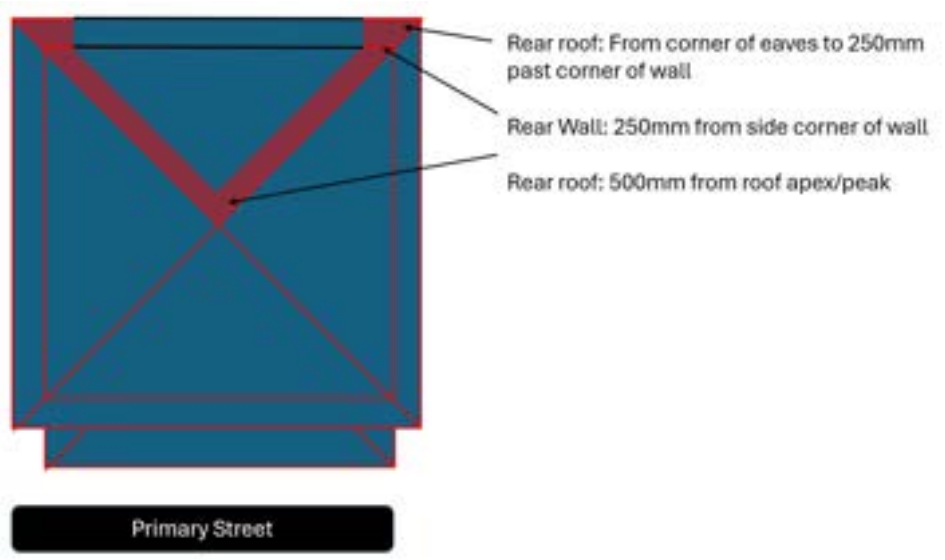


Figure 4: Original Building Exterior Outlined in Red

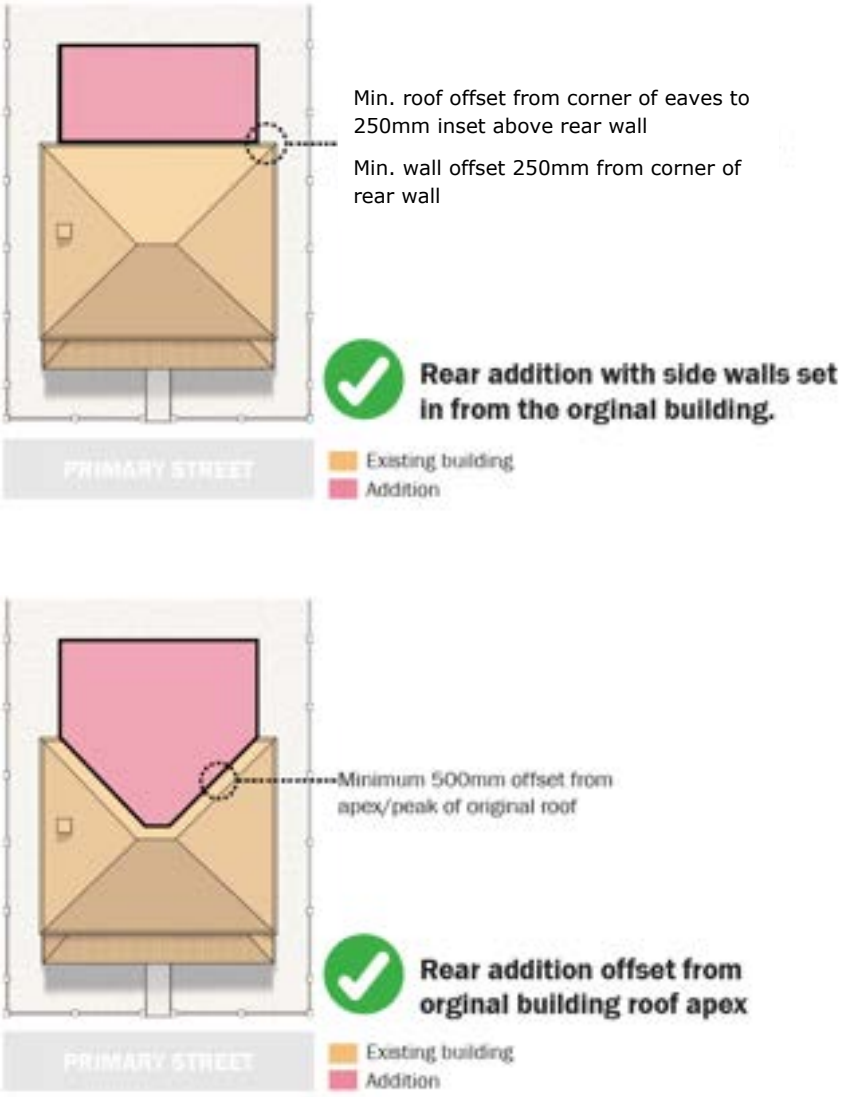


Figure 5: Figures illustrating development outside the original building exterior

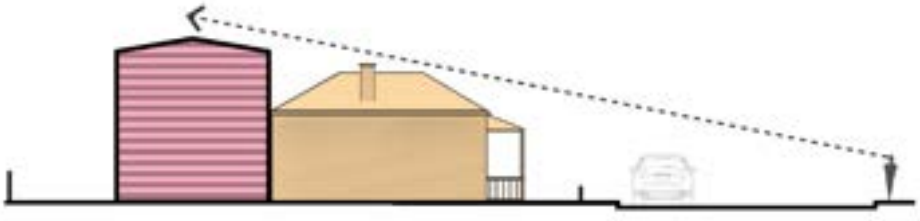


Figure 6: Visible from the street line of sight

Appendix 2 – Common Heritage Building Diagrams

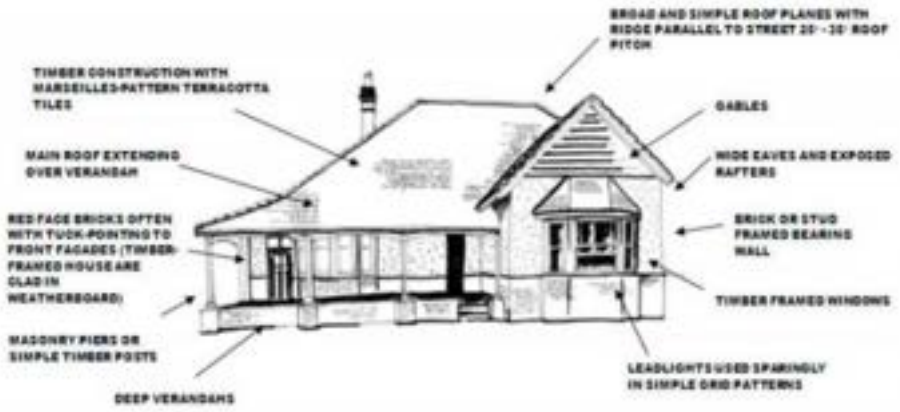


Figure 7: Federation Bungalow

Figure 8: Inter-war Californian Bungalow

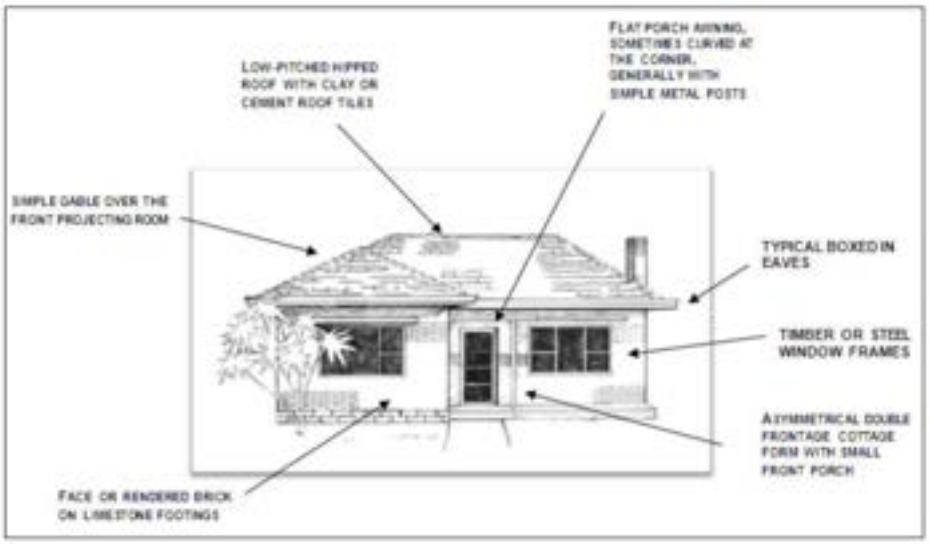


Figure 9: Austerity Cottage

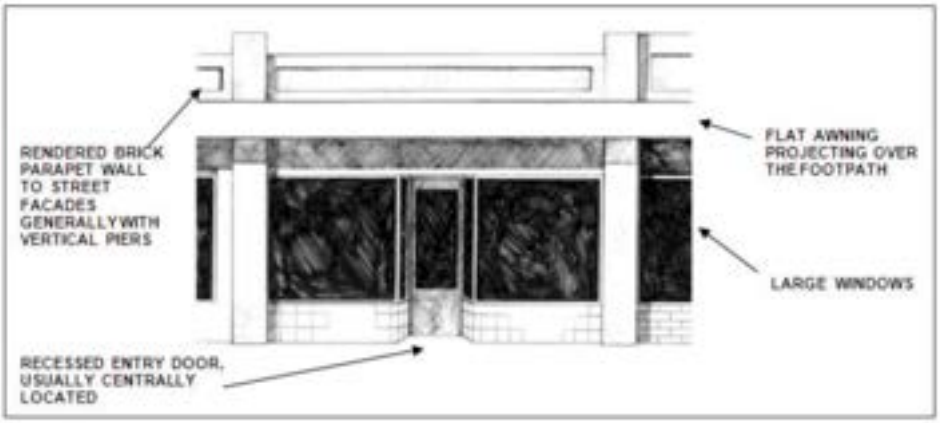


Figure 10: Shop front

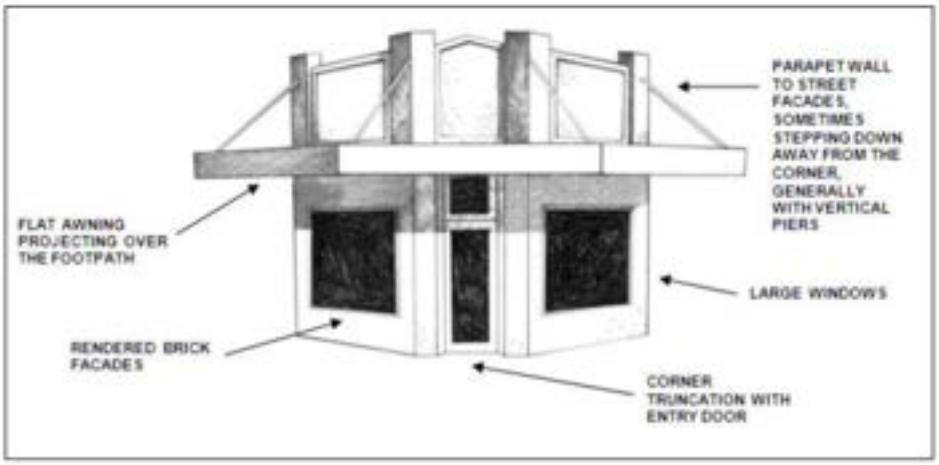


Figure 11: Corner shop

Responsibility and review information	
Responsible officer:	Manager Strategic Planning and City Design
Document adoption/approval details	TBD
Document amendment details	TBD
Next review date	Plus 5 years

CITY OF
Fremantle
Fremantle City Plan
Phase 1 Engagement
Report
August 2024
fremantle.wa.gov.au

Acknowledgement of Country

The City of Fremantle acknowledges the Whadjuk people as the Traditional Owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

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INTRODUCTION

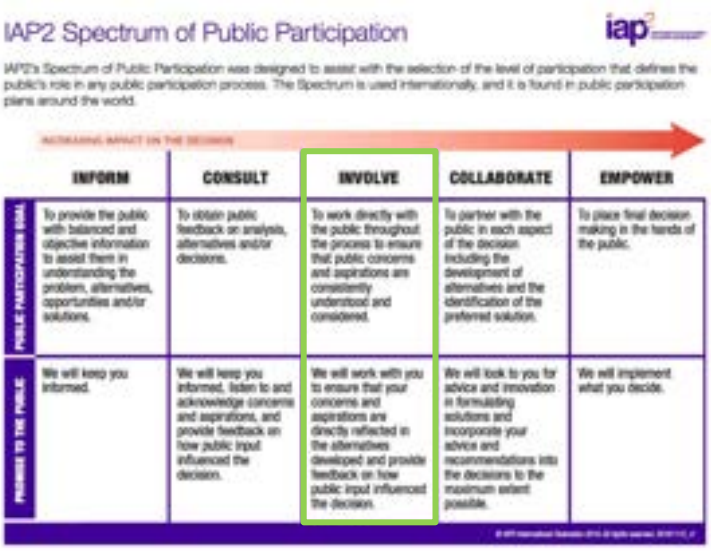
The City of Fremantle is designing a City Centre Plan with the aim of enabling an evidence-based approach to addressing:

- Delivery of a coherent spatial plan to guide the 20+ year development of Fremantle's City Centre.
- Boost the residential population of the City Centre.
- Coordinate major projects, infrastructure enhancements and investment.
- Create a well-connected, safe, and walkable city.
- Enrich the City's cultural assets and conserve heritage.
- Identify City Centre precincts, larger scale place-based projects and visionary development proposals.

For City officers, the public engagement program and work on developing a City-centre plan for Fremantle would benefit the City in the following ways:

- Help us properly understand how population growth happens, and what that will look like.
- Better position us with other tiers of government (state and federal) for advocacy and funding.
- Encourage cross disciplinary collaboration across the organisation, and be clear on the role everyone plays.
- Help us coordinate our own spending and infrastructure investments.
- Develop a methodology and way of working with the community on complex things in an iterative way.
- Improve trust and community literacy around planning and development.
- Bring the community along on complex, long-term planning.
- Create clarity on how we invest in cities.
- Clear connection between Future of Fremantle project and City Centre Plan.
- Fremantle remains a liveable and great city with intergenerational renewal.

In conjunction with the City of Fremantle's community engagement policy, and the International Association for Public Participation's (IAP2) spectrum of public participation, this engagement program aimed to **INVOLVE** the community throughout the project:



The City of Fremantle conducted a series of in-person, local media, and digital community engagement activities to collect submissions and feedback for phase 1 of this project.

The public was asked to:

- Share feedback by completing the City Plan survey.
- Consider and compare key city precincts and the broader City Plan area across a range of strategic issues and priorities.
- Contribute strengths, weaknesses or opportunities for different areas of the city centre through the interactive map.
- Share any examples of relevant city centre plans and examples that we should be looking at to inform the project.
- Help form an agreed community brief for the City Plan.

City officers aimed to:

- Obtain feedback on analysis, alternatives, or decisions.
- Work directly throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Work with the public to ensure that their concerns and aspirations are directly reflected in the alternatives developed.
- Provide feedback on how public input influenced the decision.

This engagement report details how we engaged; who we reached; and what we heard. The findings of this report will help City staff and Elected Members to make an informed decision on next steps for this topic.

HOW WE ENGAGED

The City of Fremantle opened public engagement on phase 1 of the Fremantle City Plan project on 16 May, 2024, and collected submissions until close-of-business on 24 July, 2024.

City officers promoted the public engagement period in the following ways:

Social Media:

- The public engagement program for this project was heavily mentioned on the City of Fremantle's Facebook page, as well as its Instagram profile throughout the lifespan of the submission period.

Local Media:

- The public engagement program was advertised in the Fremantle Herald via a bi-weekly half-page ad in the paper.

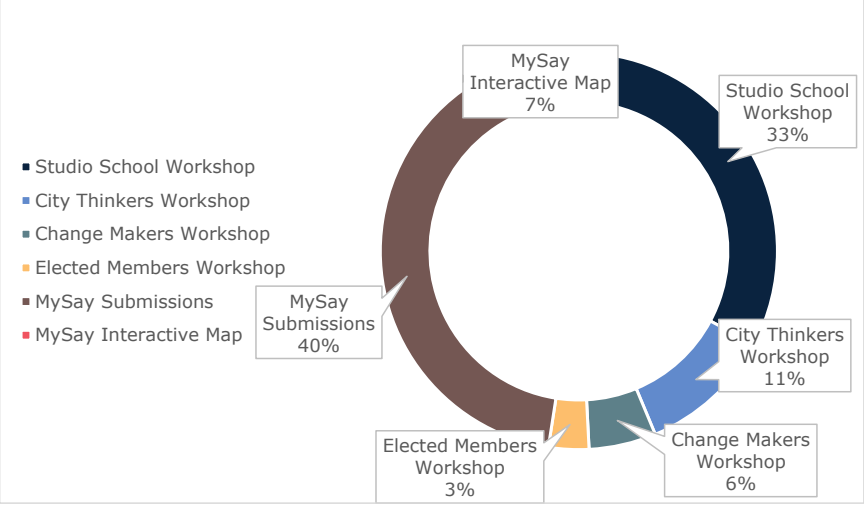
Electronic Newsletters:

- The Community Engagement team deployed a "Just Launched" email newsletter announcing the opening of the public consultation period on 24 May, 2024.
- The Community Engagement team advertised this project via its monthly engagement newsletter in June and July, 2024.
- This email is deployed to over 3,000 people who are subscribed to hear engagement updates from the City of Fremantle.

Workshops

- City officers hosted a workshop with the participants of the City's Change Makers youth engagement program. The workshop was attended by all 10 Change Makers.
- City officers hosted a workshop with the City Thinkers community stakeholder group. Attendees from architecture, landscape architecture, transport, urban design and property development industries in Fremantle were invited to participate. The workshop was attended by 20 people.
- City officers hosted a workshop with Elected Members. The session was attended by the following councillors: Mayor Hannah Fitzhardinge, Jenny Archibald, Andrew Sullivan, Jemima Williamson-Wong, Ben Lawver, and Geoff Graham.
- City officers hosted a workshop with year 10, 11, and 12 students from the Studio School. The session was attended by over 60 students.

HOW WE COLLECTED FEEDBACK



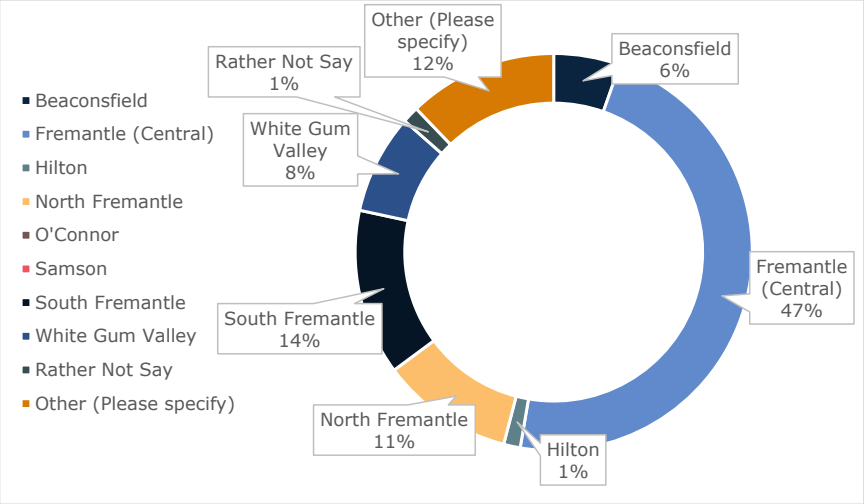
What does this data tell us?

- The public engagement program **reached 1,596 people** through face-to-face conversations and online visits to the City's MySay portal.
- City officers collected submissions in two ways:
  - 53% of submissions were collected via four workshops hosted by City Officers.
  - 40% of submissions were collected via formal submissions to the City's MySay platform.
  - 7% of submissions were collected via an interactive map on the City Plan MySay page.
- This resulted in **more than 2,200 individual pieces of information*** collected through the engagement program.

Note: 1 formal submission via a MySay survey captures multiple comments and data from respondents.

WHO WE REACHED

Location Demographics



What does this data tell us?

- The majority of respondents in phase 1 of the City Plan engagement program came from central Fremantle.
- It's important to note that phase 1 generated input from people who already live in Fremantle.
- Engagement recommendation for phase 2 will be to reach people who do not currently live in Fremantle (but may work or play).
- This will allow us to capture inputs from people who may become part of the future population, and don't currently have the same connection or opinions about the City as locals do.

How do you identify?

Identification Type	# of times selected
Student – Studio School	60
Resident	59
Ratepayer	48
Visitor	13
Change Makers – Youth Program Participant	10
Business Owner	6

What does this data tell us?

- Respondents where asked to identify themselves through the options above, and could select all that applied.
- Due to significant engagement with young people, the project team was able to reach a large group of students via focused workshops at the Studio School in Fremantle's City Centre.
- The majority of respondents identified as residents and ratepayers of the City.
- As noted earlier in this report, phase 2 engagement for this program should consider reaching people who don't currently live in Fremantle to best understand how the City can prepare for new residents and ratepayers.

WHAT WE HEARD

How do you currently engage with the city centre? Select all that apply.

Interaction Type	# of times selected
Walking through the city centre	73
Dining within the city centre	68
Attending an event within the city centre	63
Shopping within the city centre	59
Driving through the city centre	55
Car parking in the city centre	50
Cycling through the city centre	39
Personal exercise within the city centre	31
Dog walking in the city centre	15
Work in a business within the city centre	11
Other (Please specify)	8

What does this data tell us?

- Respondents on MySay were asked to select how they engage with the city centre, and could select all of the options that applied.
- **Movement and activity** are a stand out theme, and it's how respondents engage and interact with Fremantle's city centre. The top 3 selections for this question:
  - 1. Walking through the city centre
  - 2. Dining within the city centre
  - 3. Attending an event within the city centre
- It's important to note that walking through the city centre is the dominant form of engagement/activity through the area over driving.

How often do you visit the city centre?

Frequency	# of times selected
Daily	27
2-3 times a week	27
Weekly	14
Sometimes	2

What does this data tell us?

- Respondents were asked how often they visit Fremantle's city centre, and could only make one selection from the options provided.
- The city centre sees a heavy frequency of visits on a near daily basis.
- The data above highlights how active the precinct is for visitors beyond key times like weekends or holidays. There is movement happening all the time.

PRIORITIES & VALUES RESPONSES

Respondents were invited to consider the following strategic themes and tell us what outcomes should be prioritised or to what degree they should be balanced.

Nine city centre precincts were presented alongside each key value. Respondents were asked to rank each precinct from 1 to 9. 1 = high priority; 9 = low priority.

By ranking each precinct in the city centre, respondents indicated that certain outcomes are a clear priority in a specific area, or a lower priority in a specific area.

Development Opportunities

Respondents were asked "*Which precincts do you think have potential for significant development as opposed to being conserved similar to how they are now?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
Victoria Quay	3.24
Northern Gateway	3.27
Cantonment Street	3.64
Fremantle Train Station	5.00
Fishing Boat Harbour & Esplanade Park	5.14
Fremantle Oval, Prison & Hospital	5.27
Queen's Square & Fremantle Park	5.56
Walyalup Koort	6.05
West End	6.98

What does this data tell us?

- Respondents highlighted that Victoria Quay, Northern Gateway, and Cantonment Street precincts have the most significant development potential.
- It's noted that in the ranking above, and in comments below, that respondents see the West End precinct as having the least development potential.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Development Potential was voiced 36 times. Respondents highlighted the following:

- **Northern Gateway**: Significant potential for new developments and revitalization.
- **Cantonment Street**: Identified as a key area for future growth and enhancement.
- **Victoria Quay**: Opportunities for waterfront development and improved public access.
- **East End**: Potential for mixed-use developments and increased commercial activities.
- **General Development**: Emphasis on creating vibrant, attractive areas to boost local economy and tourism.

Heritage Preservation was voiced 28 times. Respondents highlighted the following:

- **West End**: Strong focus on conserving historic architecture and maintaining the character of the area.
- **Fremantle Prison**: Highlighted as a key heritage site needing preservation and potential tourism boost.
- **Historic Buildings**: General sentiment towards protecting historic structures throughout Fremantle.
- **Cultural Significance**: Importance of retaining cultural landmarks for educational and historical purposes.

Infrastructure and Accessibility was voiced 24 times. Respondents highlighted the following:

- **Ferry Services**: Proposed improvements to ferry connections to enhance accessibility.
- **Light Rail Trams**: Suggested implementation of light rail to ease transportation within Fremantle.
- **Pedestrian-Friendly Streets**: Enhancements to make streets more walkable and safe for pedestrians.
- **Connectivity**: Better links between different parts of Fremantle to improve overall accessibility.
- **Public Transport**: Calls for improved public transport options to reduce reliance on cars.

Crime and Safety was voiced 16 times. Respondents highlighted the following:

- **Cantonment Street**: Specific concerns about crime rates and the need for increased safety measures.
- **General Safety**: Broader worries about safety in public spaces and residential areas.
- **Improved Amenities**: Suggestion that better amenities and facilities could enhance safety.
- **Community Policing**: Advocacy for more visible police presence to deter crime.
- **Lighting and Surveillance**: Recommendations for better street lighting and surveillance systems.

Public and Green Spaces was voiced 12 times. Respondents highlighted the following:

- **Parks**: Desire for more parks and green spaces within the city.
- **Open Spaces**: Importance of maintaining and creating open spaces for community use.
- **Recreational Areas**: Marking more areas dedicated to sports and recreational activities.
- **Urban Greening**: Initiatives to increase greenery and plant more trees.
- **Community Gardens**: Development of community gardens to enhance local environment and community engagement.

Building Height

Respondents were asked "*Which precincts do you think have potential for increased building height beyond the height of adjacent existing buildings?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
Northern Gateway	2.46
Cantonment Street	3.22
Victoria Quay	4.59
Fremantle Oval, Prison & Hospital	4.60
Walyalup Koort	5.13
Queen's Square & Fremantle Park	5.37
Fremantle Train Station	5.51
Fishing Boat Harbours & Esplanade Park	5.75
West End	7.16

What does this data tell us?

- Northern Gateway, Cantonment Street, and Victoria Quay precincts were more favourably ranked by respondents for an increase in building height.
- Again, the West End was ranked lowest for any increase in building height.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Development Potential was voiced 15 times. Respondents highlighted the following:

- Northern Gateway and Victoria Quay are seen as areas with high potential for development due to their industrial settings and space availability.
- Tall buildings in the West End could open up valuable real estate and attract more residents and businesses.
- Cantonment Street and Northern Gateway are considered premium real estate for residential and commercial development.
- The harbour and surrounding areas are underutilized and can benefit from more apartment buildings and businesses.
- Development should be scaled up from the West End towards Cantonment Street and the Northern Gateway.

Preservation of Heritage and Aesthetic was voiced 20 times. Respondents highlighted the following:

- Maintaining the height of existing buildings is crucial to preserve the heritage and aesthetic of Fremantle, especially in the West End.
- There are concerns about the negative impact of tall buildings on the city's historical and architectural integrity.
- The importance of retaining human-scale vistas in historic areas to maintain Fremantle's unique character.
- Existing height restrictions should be enforced to protect the historic CBD.
- Any new developments should be sensitive to the existing heritage and avoid overshadowing historic buildings.

Impact on Public Spaces and Views was voiced 10 times. Respondents highlighted the following:

- Tall buildings near waterways and public spaces, especially historical ones, can negatively impact the city's feel and aesthetics.
- Height should be limited to avoid overshadowing public areas like Walyalup Koort and the waterfront.
- Consideration of views from key vantage points like Monument Hill and the importance of framing the cityscape.
- The need to avoid blocking visual connections between Fremantle City and the harbour.
- Maintaining lower buildings near the water to preserve community use and open views.

Residential Density and Urban Activation was voiced 12 times. Respondents highlighted the following:

- Increasing building height can enhance residential density, supporting local businesses and activating urban areas.
- Developing high-rise residential buildings can bring more people into the heart of Fremantle, increasing vibrancy and safety.
- High-rise developments should ensure actual residential occupancy to prevent low occupancy rates.
- High-density living should be complemented by pedestrian infrastructure and reduced car parking.
- The outer industrial areas can be developed for residential purposes to minimize traffic in central Fremantle.

Community Sentiment to Height Restrictions was voiced 25 times. Respondents highlighted the following:

- There is a strong community sentiment against increasing building heights, especially in established and historic areas.

- Many residents prefer limiting building heights to preserve sunlight and the open feel of the city.
- Arbitrary height increases are generally opposed; a focus on maintaining current building scales is preferred.
- Height restrictions should be guided by the surrounding buildings and the area's character.
- The community repeatedly expresses a desire to protect Fremantle's low, human-scale heritage town feel.

City Living

Respondents were asked "*In which precincts do you think amenity to attract residents should be prioritised over tourism, events and night economy?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
Cantonment Street	3.69
Northern Gateway	3.80
Fremantle Oval, Prison & Hospital	4.57
Queen's Square & Fremantle Park	4.62
Victoria Quay	4.96
Walyalup Koort	5.16
Fishing Boat Harbours & Esplanade Park	5.51
West End	5.54
Fremantle Train Station	5.90

What does this data tell us?

- Respondents selected Cantonment Street, Northern Gateway, and Fremantle Oval, Prison & Hospital precincts where amenity to attract more residents could be prioritised.
- This is a slight change to the previous questions and how they were ranked, with respondents placing Victoria Quay lower in their ranking for residential amenity.
- Fremantle Train Station precinct was seen as the lowest priority for future residential amenity.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Noise Management was voiced 23 times. Respondents highlighted the following:

- Implementing noise mitigation measures for nightlife and event venues to ensure peaceful residential living.
- Requiring new residential developments to meet minimum acoustic insulation standards.
- Balancing the presence of nightlife with residential needs to reduce noise complaints.
- Ensuring noise management policies are in place for areas with mixed-use development.

- Managing noise levels to maintain the appeal of residential areas while allowing for vibrant city life.

Access to Public Spaces and Green Areas was voiced 18 times. Respondents highlighted the following:

- Developing and maintaining parks, open spaces, and recreational areas for residents.
- Ensuring residential areas have easy access to green spaces and waterfronts.
- Improving pedestrian infrastructure and connectivity to public spaces.
- Creating amenities like playgrounds, community gardens, and sports facilities in residential neighbourhoods.
- Integrating public spaces within residential developments to enhance community life.

Availability of Local Amenities and Services was voiced 20 times. Respondents highlighted the following:

- Providing essential services like grocery stores, pharmacies, and schools within residential areas.
- Supporting local businesses that cater to residents' daily needs.
- Ensuring new residential developments include amenities like shops, cafes, and healthcare facilities.
- Encouraging mixed-use developments that combine residential and commercial spaces.
- Enhancing the variety and accessibility of local amenities to improve the quality of life for residents.

Traffic and Parking Management was voiced 15 times. Respondents highlighted the following:

- Addressing parking issues to avoid congestion in residential areas.
- Promoting public transportation and reducing reliance on cars to improve air quality and reduce traffic.
- Implementing traffic calming measures in residential neighbourhoods.
- Ensuring new developments include adequate parking solutions to prevent overflow into surrounding areas.
- Developing policies to manage parking demand and improve overall traffic flow.

Community and Social Integration was voiced 17 times. Respondents highlighted the following:

- Creating spaces and programs that encourage social interaction and community building.
- Supporting initiatives that foster a sense of belonging and community among residents.

- Ensuring diverse housing options to attract a mix of residents and promote social cohesion.
- Involving the community in planning and decision-making processes for local developments.
- Maintaining a balance between residential and commercial activities to create vibrant, inclusive neighbourhoods.

Sustainability Initiatives

Respondents were asked "*Which precincts do you think have the most potential for best-practice sustainability initiatives?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
Victoria Quay	4.11
Cantonment Street	4.26
Northern Gateway	4.34
Fishing Boat Harbours & Esplanade Park	4.63
Fremantle Oval, Prison & Hospital	4.81
Fremantle Train Station	5.05
Walyalup Koort	5.12
Queen's Square & Fremantle Park	5.35
West End	5.98

What does this data tell us?

- Respondents on MySay, and in face-to-face workshops, have different views or definitions for "sustainability initiatives".
- Students had a hard time understanding the phrasing. Phase 2 recommendation would be to further unpack this phrase with examples of actions or outcomes to better relate to the public.
- The majority of respondents felt that sustainability initiatives would be crucial across every precinct identified; however, most felt that Victoria Quay, Cantonment Street, and Northern Gateway precincts would benefit the most from these initiatives due to their development and growth potential.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Climate Resilience and Adaptation was voiced 5 times. Respondents highlighted the following:

- The need to retrofit areas like the West End, Fishing Boat Harbours, and Victoria Quay to make them resilient to climate change impacts.
- Northern Gateway and Cantonment Street are mentioned as areas with potential for redevelopment with better sustainability practices.
- Concerns about sea level rise impacting coastal areas, emphasizing the need for protective measures.
- New development areas like the Northern Gateway are seen as opportunities for incorporating climate resilience from the start.

Universal Sustainability Practices was voiced 7 times. Respondents highlighted the following:

- Sustainability should be universally integrated into all areas of Fremantle, rather than prioritizing specific precincts.
- Emphasis on applying sustainability practices across the board to avoid piecemeal implementation.
- Best-practice sustainability initiatives should be implemented in every precinct.
- Sustainability should be embedded in all planning and development, not as an optional add-on.

Design and Technology was voiced 6 times. Respondents highlighted the following:

- The importance of incorporating sustainable design principles, such as energy efficiency and smart technology, in new developments.
- Use innovative building practices, such as passive solar design and advanced insulation, to enhance sustainability.
- Integration of sustainability in both retrofitting existing buildings and designing new developments.
- Use of technologies like solar panels and green roofs as part of sustainability efforts.

Green Space and Urban Planning was voiced 5 times. Respondents highlighted the following:

- Need for more urban green spaces and increased tree canopy to improve environmental quality and sustainability.
- Importance of integrating green spaces within the urban fabric to provide recreational areas and enhance liveability.
- Balancing the preservation of heritage areas with the creation of new green spaces.

Active Transport and Reduced Car Usage was voiced 4 times. Respondents highlighted the following:

- Improved cycle infrastructure to encourage biking as a sustainable transport option.
- Designs that promote walking and reduce reliance on cars.
- Reduce car parking spaces to discourage car use and promote alternative transport.
- Integrating public transport options, such as light rail and ferry services, to support sustainable mobility.

Transport

Respondents were asked "*Which precincts do you think have the most potential to better prioritise space for pedestrians, cycling and public transport over space for private vehicles and carparking?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
West End	3.34
Walyalup Koort	3.67
Fremantle Train Station	3.81
Victoria Quay	3.86
Fishing Boat Harbour & Esplanade Park	4.40
Cantonment Street	5.37
Fremantle Oval, Prison & Hospital	5.70
Queen's Square & Fremantle Park	6.30
Northern Gateway	6.51

What does this data tell us?

- Surprisingly, respondents ranked the very heart of Fremantle's city centre as opportunities to prioritise pedestrians, cycling, and public transport.
- Other parts of Fremantle city centre ranked lower, even though they are heavily frequented by people who live, work, or play in Fremantle.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Parking Management was voiced 11 times. Respondents highlighted the following:

- Consolidate car parking into multi-storey facilities, particularly in areas like Victoria Quay.
- Reducing car parking to make space for trees and pedestrian connectivity.
- Concerns about the availability of free parking for residents and visitors, with some suggestions to simplify and unify parking systems.
- Noted challenges with the current fragmented and confusing parking setup, which could be addressed with better management and technology.

Pedestrian and Cyclist Infrastructure was voiced 13 times. Respondents highlighted the following:

- Improved pedestrian connections, particularly around the train station and other central areas.
- Replacing car parking spaces with trees to enhance pedestrian environments.
- Support for better cycling infrastructure, including dedicated bike lanes and paths to improve safety and accessibility for cyclists.
- Pedestrianise certain streets or areas, particularly on weekends, to create more vibrant and walkable spaces.

Public Transport was voiced 10 times. Respondents highlighted the following:

- The need for a comprehensive transit plan, including improved bus and train services, to support sustainable transport.
- Introducing light rail or trams to connect key areas and improve public transport options.
- Smaller shuttle buses to connect outer parking areas with central destinations.
- Integrating various modes of transport, such as buses, trains, and ferries, to create a unified and efficient transport system.

Car-Free and Low Traffic Zones was voiced 9 times. Respondents highlighted the following:

- Creating car-free zones, particularly in the city centre and historic areas, to prioritise pedestrian and cyclist access.
- Reduce overall traffic congestion in central areas by limiting car access and promoting alternative transport modes.
- Implementing traffic calming measures, such as lower speed limits and restricted vehicle access, to improve safety and liveability.

Integration of Transport and Urban Planning was voiced 7 times. Respondents highlighted the following:

- The need to integrate transport planning with urban renewal projects, ensuring new developments prioritize active and public transport.
- The needs of historic areas with modern transport solutions, ensuring both preservation and functionality.
- A solid transport framework is essential for broader urban planning and sustainability efforts.

Events

Respondents were shown the following statement: "*Which precincts do you think have the most potential to host and create many events and activities in the area versus precincts that should host fewer events?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
Fishing Boat Harbour & Esplanade Park	2.27
Victoria Quay	2.45
Fremantle Oval, Prison & Hospital	3.05
Walyalup Koort	3.61
Queen's Square & Fremantle Park	4.22
West End	4.32
Cantonment Street	7.15
Fremantle Train Station	7.23
Northern Gateway	8.08

What does this data tell us?

- Respondents see known precincts where events already occur as best suited for future activation. Fishing Boat Harbour & Esplanade Park; Victoria Quay; and Fremantle Oval, Prison & Hospital, are already known precincts for event activity based on access to venues or space.
- Precincts like Northern Gateway, which have high development potential, aren't see as areas for future event activities. However, this could change based on the make up of future residents, as well as the types of businesses or activities that find a home in this emerging neighbourhood.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Event Locations and Space Requirements was voiced 10 times. Respondents highlighted the following:

- Larger events should be hosted in areas with ample space like the oval, Fremantle Park, and Esplanade. Smaller events can be in cozy, character-filled spaces around Fremantle.
- Consideration of how events fit with existing uses and other activities is important.
- Areas on the water or close to the city centre are preferred for easy access and integration with other parts of the city.
- Avoid placing large events in residential areas to minimize disruption to residents.

Integration with City Features was voiced 8 times. Respondents highlighted the following:

- Ideal event locations are close to other venues and amenities to enhance the event experience.
- Areas that create a vibrant atmosphere and are visually appealing are preferred for hosting events.
- Locations with existing charm and infrastructure, like Queens Square or Victoria Quay, are suitable for events.

Impact on Residential Areas was voiced 5 times. Respondents highlighted the following:

- Avoid placing large events in areas with significant residential populations to reduce disruption.
- Ensure a balance between event spaces and residential needs to maintain liveability.

Access and Connectivity was voiced 4 times. Respondents highlighted the following:

- with good access to public transport and parking are preferred for hosting events.
- Ensure that event locations are easily accessible from various parts of the city.
- Events should be integrated with the city's transportation and infrastructure to facilitate smooth access.

Character

Respondents were shown the following statement: "*Which precincts do you think should be made to feel safe, clean and attractive, at the expense of staying somewhat gritty?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
West End	2.31
Fremantle Train Station	3.50
Walyalup Koort	3.77
Cantonment Street	4.25
Queen's Square & Fremantle Park	4.69
Fremantle Oval, Prison & Hospital	4.75
Fishing Boat Harbour & Esplanade Park	4.83
Victoria Quay	6.09
Northern Gateway	6.55

What does this data tell us?

- Respondents view the heart of Fremantle's city centre—West End, Fremantle Train Station, and Walyalup Koort—is needing added safety and attractiveness.
- However, it's important to note that respondents felt conflicted by how this question was asked. Phase 2 engagement suggestion is to have a more focused conversation on gentrification, and how gritty character and soul can co-exist with safe and attractive areas.
- The majority of respondents addressed this question based on the current active areas of the city, not the potential for new neighbourhoods in sections like the Northern Gateway or Victoria Quay.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Safety and Cleanliness was voiced 14 times. Respondents highlighted the following:

- All areas should be safe and clean, regardless of their character.
- Proper lighting, clean streets, and safety measures are crucial for creating a welcoming environment.
- Areas should maintain high standards of cleanliness and safety while retaining their character.
- Safety can also be achieved through good design, such as Crime Prevention Through Environmental Design (CPTED).

Grit and Authenticity was voiced 10 times. Respondents highlighted the following:

- Some areas of Fremantle are valued for their "gritty" or authentic character, which attracts people.
- Gritty areas should not be neglected in terms of cleanliness and safety; they can still be well-maintained.
- The gritty, historical aspects of Fremantle contribute to its unique charm.
- There's a concern that overly sanitized areas can lose their character and become like generic cities.

Preservation of Heritage and Unique Character was voiced 8 times. Respondents highlighted the following:

- Fremantle's unique historical and architectural features are a significant part of its character.
- Maintaining the heritage and distinctive buildings is key to preserving Fremantle's identity.
- The character of historic buildings and areas is a major draw for visitors and locals alike.
- Ensuring that new developments do not erase the historical character of the city.

Community Safety and Perception was voiced 7 times. Respondents highlighted the following:

- Fremantle should be safe for everyone, including marginalized and vulnerable groups.
- Support for community services like shelters and food banks contributes to overall safety and community well-being.
- Safety and cleanliness are important, but perceptions of safety can vary among different groups of people.
- Encouraging active street life and community engagement can enhance safety and character.

Maintenance and Upkeep was voiced 6 times. Respondents highlighted the following:

- Regular maintenance of pavements, streets, and public spaces is essential for preserving character.

- High-quality paving and building maintenance contribute to both safety and the overall appeal of an area.
- Areas suffering from neglect, such as abandoned buildings, should be addressed to maintain character.
- Developers should contribute to the upkeep and enhancement of character in newly developed areas.

Precinct Identity

Respondents were shown the following statement: "*Which precincts do you think are the most unique, distinctive, and iconic in Fremantle versus contextual and just another part of the city?*"

They were then instructed to rank each precinct from 1-9. 1 = high priority; 9 = low priority.

Precinct	Avg Rank
West End	2.00
Fremantle Oval, Prison & Hospital	2.87
Fishing Boat Harbours & Esplanade Park	3.65
Victoria Quay	4.04
Fremantle Train Station	4.96
Queen's Square & Fremantle Park	5.35
Walyalup Koort	5.87
Cantonment Street	6.23
Northern Gateway	7.77

What does this data tell us?

- The West End precinct received an incredibly high ranking average by respondents.
- Surprisingly, Walyalup Koort ranked far lower. An assumption could be that respondents don't see it as iconic even though it sits within the heart of Fremantle's city centre.
- Precincts like Cantonment Street and Northern Gateway are not seen as iconic or distinctive, however this has potential to change as those precincts develop.

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Heritage Preservation was voiced 14 times. Respondents highlighted the following:

- Areas with historic buildings and heritage assets are highly valued and should be preserved.
- Fremantle's identity is deeply tied to its historic architecture and cultural heritage.
- New developments should not overshadow or compromise the existing heritage.
- Historic precincts like the West End and Fishing Boat Harbour are crucial for maintaining Fremantle's unique character.

Unique Character and Identity was voiced 10 times. Respondents highlighted the following:

- Each precinct has unique features that contribute to Fremantle's overall character.
- Areas like the West End and port warehouses are seen as embodying Fremantle's distinctive vibe.
- The West End is particularly noted for its cohesive and distinctive identity across multiple blocks.
- Maintaining the unique qualities of different precincts is important to avoid a uniform, generic cityscape.

Balancing Old and New was voiced 8 times. Respondents highlighted the following:

- Combining old buildings with new developments can enhance the city's character.
- New projects should respect and integrate with the existing historic context.
- A need for careful planning to ensure new developments do not detract from the heritage.
- Sensitive infill and design-led planning to maintain the city's character.

Public Access and Signage was voiced 6 times. Respondents highlighted the following:

- Ensure that historic buildings and landmarks are easily identifiable and accessible.
- Improved signage and public access to historical sites are recommended to enhance their visibility.
- Providing information about the history of buildings and precincts can help residents and visitors appreciate their significance.
- Balancing historical visibility with modern needs, such as functional public spaces.

Development Guidelines and Constraints was voiced 5 times. Respondents highlighted the following:

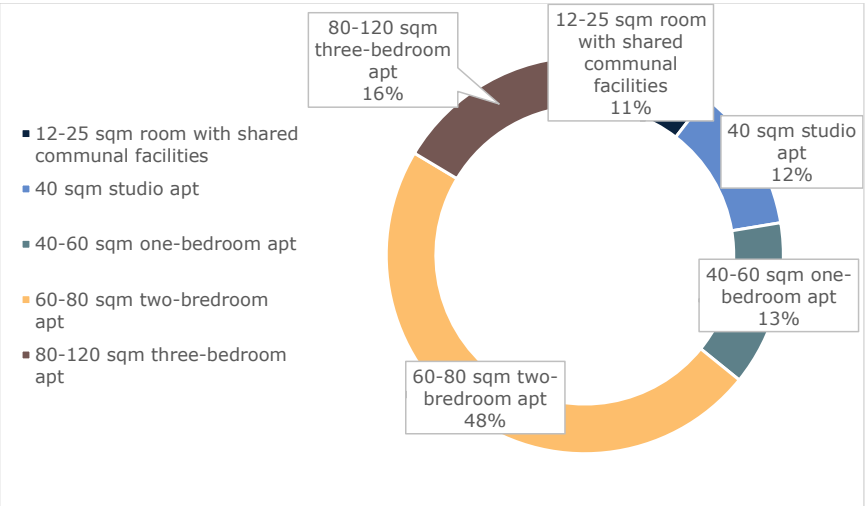
- Development should adhere to guidelines that respect the city's character and heritage.
- Resist generic, high-rise developments that do not align with Fremantle's unique character.
- Emphasis on a design-led approach to planning rather than purely numerical or height-based criteria.
- Maintaining a consistent built form massing across the city while allowing for unique elements in certain locations.

Dwelling Size

Respondents were shown the following statement:

"If it meant you could affordably live in the city centre with easy access to public transport, amenities and open space, what dwelling size would you be happy to live in?

Select the smallest dwelling size you would accept."



What does this data tell us?

- 48% of respondents selected a 60-80 sqm two bedroom apartment as their preferred dwelling size if they could live in the city centre.
- Understanding preferences from people who don't currently live in Fremantle's city centre (students, workers, etc) might help give a better picture for future planning.

Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Family Needs was voiced 15 times. Respondents highlighted the following:

- Families with children require larger living spaces, typically 2-3 bedrooms, to accommodate everyone comfortably.
- Extra space is needed for visiting family members, suggesting the need for additional bedrooms or guest rooms.
- Larger apartments or houses are preferred to ensure comfort and functionality for all family members.
- Specific examples include needing a 3-bedroom apartment for a family of four and space for both a home office and guest room.

Minimum Space Requirements was voiced 12 times. Respondents highlighted the following:

- The minimum space needed varies but often includes at least 1-2 bedrooms and sufficient living area to avoid feeling cramped.
- Preferences for sizes range from 40m² to 100m² depending on lifestyle and number of occupants.
- Emphasis on well-designed, functional spaces that don't feel oppressive even if small.

Space for Visitors and Work was voiced 9 times. Respondents highlighted the following:

- Extra space is needed to accommodate visitors, suggesting the need for a second bedroom or guest area.
- Space for a home office is important, especially for working from home or remote work arrangements.
- The ability to have separate spaces for work, guests, and regular living is valued.

Small Apartments and Co-living was voiced 8 times. Respondents highlighted the following:

- Smaller apartments (e.g., studios or 1-bedrooms) are seen as suitable for young professionals or students.
- Concerns about the viability of co-living arrangements and small spaces for long-term living.
- Small spaces must be well-designed to be liveable and comfortable, with good light and functional layouts.
- Respondents referenced small living spaces in European cities, highlighting their efficiency and appeal.

5. Development and Housing Options was voiced 7 times. Respondents highlighted the following:

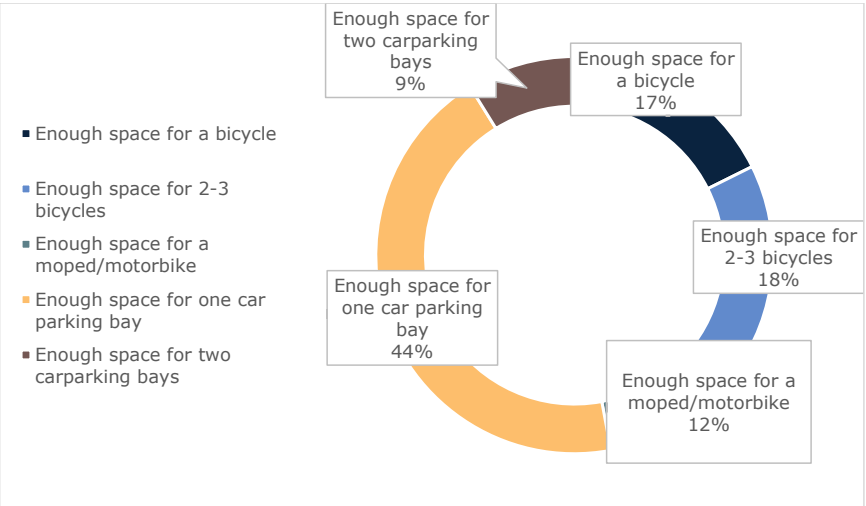
- There should be a range of dwelling sizes to cater to different needs, including larger family homes and smaller apartments.
- Concerns about large-scale developments focusing only on small apartments, potentially neglecting the need for larger homes.
- New developments should consider both the size and quality of the living spaces, ensuring they meet residents' needs.
- Development should reflect the local context and accommodate various household sizes and preferences.

Parking Space

Respondents were shown the following statement:

"If it meant you could affordably live in the city centre with easy access to public transport, amenities and open space, how much parking space would you be willing to accept?

Select the smallest amount of space you would accept."



What does this data tell us?

- 44% of respondents are comfortable with only having access to one car parking bay if they were living in the city centre.
- 18% of respondents highlighted the need for space that can store 2-3 bicycles.

Respondents were also asked to explain their selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Need for Car Parking was voiced 16 times. Respondents highlighted the following:

- Due to the limitations of Perth's public transport and the size of WA, many people find it necessary to have at least one car.
- Cars are essential for various activities, including school drop-offs, shopping, and urgent trips.
- Parking for visitors is often needed, particularly if they are frequent or if the household has only one car.
- Importance of accommodating parking requirements for families and individuals with special needs or frequent visitors.

Alternative Transportation was voiced 13 times. Respondents highlighted the following:

- Many individuals use bicycles and prefer having adequate bike storage rather than car parking.
- Some people rely on public transport within Fremantle but acknowledge that it's not yet sufficient for all needs.
- Interest in car-sharing schemes and alternative transport options like electric vehicles and scooters.
- Preference for a bike-friendly city with secure bike parking.

Impact of Car Parking on Living Space was voiced 10 times. Respondents highlighted the following:

- Balancing the amount of space dedicated to car parking versus other uses like bike storage or living areas.
- Preference for minimal car parking to maximize space for other uses or to enhance the living environment.
- Emphasis on designing spaces efficiently, considering the role of car parking and its impact on overall living conditions.

ADDTIONAL PUBLIC COMMENTS

Respondents were asked to share any additional comments or feedback that may not have been captured via the questions presented in our MySay survey. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Improvement of Public Infrastructure and Transport was voiced 16 times. Respondents highlighted the following:

- The need for better connections between key areas like the Train Station, Fishing Boat Harbour, and car parks, with dedicated paths for pedestrians and cyclists.
- Current public transport is seen as inadequate, with calls for better services and the return of the CAT bus.
- Suggestions to divert traffic from congested areas and pedestrianize streets to improve walkability.
- More significant infrastructure changes, including underground transit and better road planning to support future growth.

Preservation and Protection of Heritage and Character was voiced 14 times. Respondents highlighted the following:

- Strong desire to protect Fremantle's heritage, including its built environment and historical sites, from inappropriate development.
- Emphasis on maintaining the Fremantle Oval and other historical landmarks.
- Concern over the impact of high-rise developments and a preference for preserving the human scale of buildings.
- Advocacy for keeping Fremantle’s unique cultural and historical essence intact amidst modern changes.

Community and Resident Needs was voiced 13 times. Respondents highlighted the following:

- Calls for more affordable and student accommodation to address housing issues.
- The need for additional community facilities, such as theatres, aged care facilities, and public seating.
- Criticism of current policies perceived as prioritizing tourists over residents, with suggestions for more local-centric improvements.
- Encouragement for supporting small local businesses and addressing high rent issues affecting them.

Survey and Planning Feedback was voiced 10 times. Respondents highlighted the following:

- Better clarity around the language and questions that were posed to the public, as well as making them easier to understand.
- The need for more detailed planning and transparency in the development process.
- Desire for more interactive and inclusive methods of gathering community input, such as drop-in sessions.
- Scepticism about the feasibility and impact of proposed plans, with calls for more concrete and realistic solutions.

Green Spaces and Sustainability was voiced 8 times. Respondents highlighted the following:

- Calls for increased green spaces, tree planting, and environmentally friendly urban planning.
- Integration of sustainability principles and smart city technologies into planning and design.
- Consideration of climate change impacts, such as sea level rise, in future developments.
- Support for expanding cycling infrastructure and promoting active transport to reduce car dependency.

CITY OF
Fremantle
Fremantle City Plan
Phase 2 Engagement
Report
August 2025
fremantle.wa.gov.au

Acknowledgement of Country

The City of Fremantle acknowledges the Whadjuk people as the Traditional Owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

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INTRODUCTION

Note: This Phase 2 engagement report summarises feedback collected on the draft City Plan that was presented to the public from June-July 2025. The City Plan project has been open for public engagement since 2024.

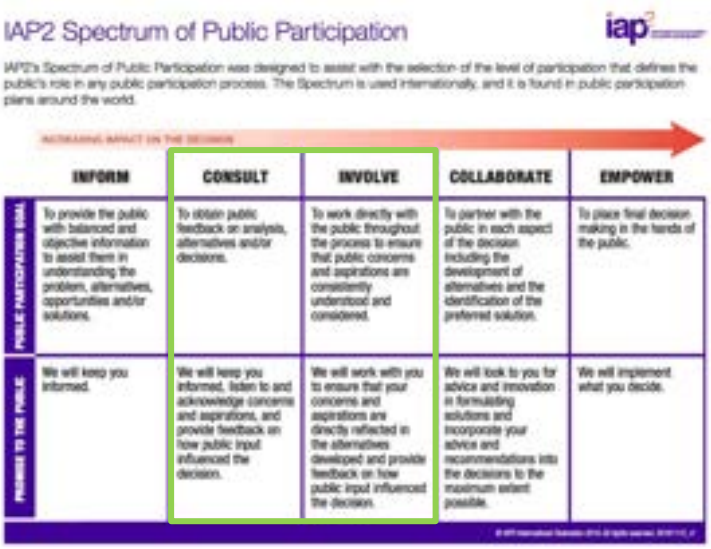
The City of Fremantle is designing a City Centre Plan with the aim of enabling an evidence-based approach to addressing:

- Delivery of a coherent spatial plan to guide the 20+ year development of Fremantle's City Centre.
- Boost the residential population of the City Centre.
- Coordinate major projects, infrastructure enhancements and investment.
- Create a well-connected, safe, and walkable city.
- Enrich the City's cultural assets and conserve heritage.
- Identify City Centre precincts, larger scale place-based projects and visionary development proposals.

For City officers, the public engagement program and work on developing a City-centre plan for Fremantle would benefit the City in the following ways:

- Help us properly understand how population growth happens, and what that will look like.
- Better position us with other tiers of government (state and federal) for advocacy and funding.
- Encourage cross disciplinary collaboration across the organisation, and be clear on the role everyone plays.
- Help us coordinate our own spending and infrastructure investments.
- Develop a methodology and way of working with the community on complex things in an iterative way.
- Improve trust and community literacy around planning and development.
- Bring the community along on complex, long-term planning.
- Create clarity on how we invest in cities.
- Clear connection between Future of Fremantle project and City Centre Plan.
- Fremantle remains a liveable and great city with intergenerational renewal.

In conjunction with the City of Fremantle's community engagement policy, and the International Association for Public Participation's (IAP2) spectrum of public participation, this engagement program aimed to **CONSULT** & **INVOLVE** the community throughout the project:



IAP2 Spectrum of Public Participation

IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

The City of Fremantle conducted a series of in-person, local media, and digital community engagement activities to collect submissions and feedback for phase 1 of this project.

The public was asked to:

- Review the draft City Plan made available on-line.
- Submit feedback on the draft City Plan.
- Attend a "What-If" event that explored potential future scenarios for consideration.
- Share any examples of relevant city centre plans and examples that we should be looking at to inform the project.

City officers aimed to:

- Obtain feedback on analysis, alternatives, or decisions.
- Work directly throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Work with the public to ensure that their concerns and aspirations are directly reflected in the alternatives developed.
- Provide feedback on how public input influenced the decision.

This engagement report details how we engaged; who we reached; and what we heard. The findings of this report will help City staff and Elected Members to make an informed decision on next steps for this topic.

HOW WE ENGAGED

The City of Fremantle opened public engagement on phase 2 of the Fremantle City Plan project on 3 June, 2025, and collected submissions until close-of-business on 15 July, 2025.

City officers promoted the public engagement period in the following ways:

Social Media:

- The public engagement program for this project was heavily mentioned on the City of Fremantle's Facebook page, as well as its Instagram profile throughout the lifespan of the submission period.

Local Media:

- The public engagement program was advertised in the Fremantle Herald via a bi-weekly half-page ad in the paper.

Electronic Newsletters:

- The Community Engagement team deployed a "Just Launched" email newsletter announcing the opening of the public consultation period on 3 June, 2025.
- The Community Engagement team advertised this project via its monthly engagement newsletter in June and July, 2024.
- This email is deployed to over 4,000 people who are subscribed to hear engagement updates from the City of Fremantle.

Meetings

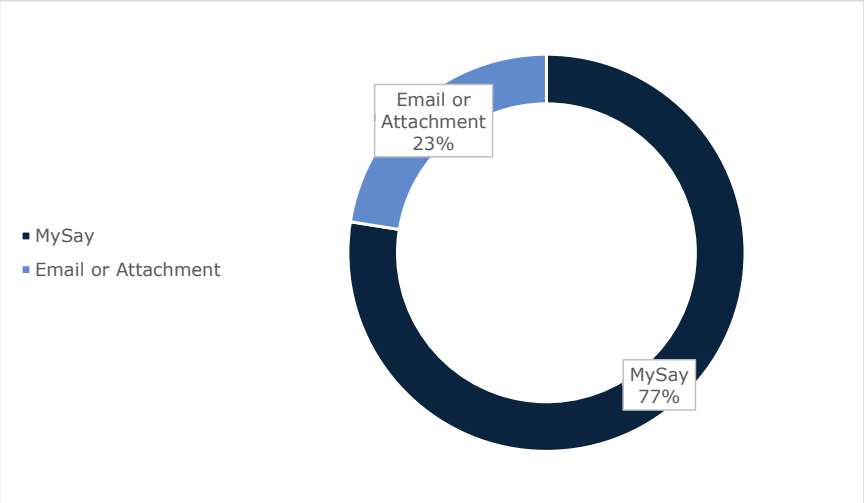
- Members of the public were encouraged to meet 1:1 with City Officers throughout the public comment period to discuss their feedback or get clarity on the project and its objectives.
- City Officers conducted 1:1 or group meetings with the following:
    - Local resident
    - Fremantle History Society
    - Department of Planning, Lands, and Heritage (DPLH)
    - Fremantle Ports

Events

- City Officers hosted a special "What-If" event on 20 June 2025 that was open to the public. This event was attended by more than 60 people. The event took place at PSAS in Fremantle's West End.

- "What If" was a special component of the City Plan that brought together visionary work from architects, designers and researchers – mostly based in Walyalup Fremantle or with a connection to the place. This event showcased their contributions and invited public conversation around future directions Fremantle could take in the years ahead.
- Presentations and scenarios were explored by Kerry Hill Architects (with Daniel Jan Martin & Sandra Harben), Space Agency Architects, Simon Pendal Architects (with Robyn Collard), With Architects, Josh Byrne & Associates (with Bill Grace), and Finding Infinity.
- The "What-If" scenarios were also displayed in an exhibition format in the lobby of the Walyalup Civic Centre for the public to review during the public comment period.

HOW WE COLLECTED FEEDBACK



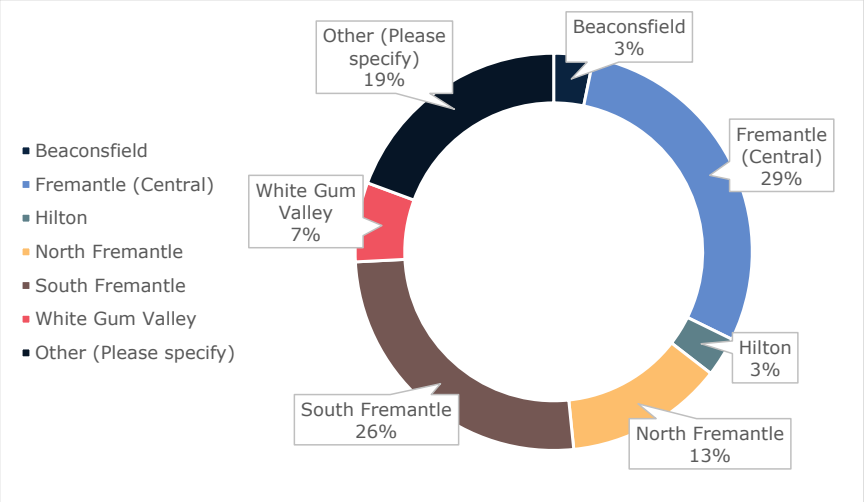
What does this data tell us?

- The public engagement program **reached more than 1,400 people** through face-to-face conversations and online visits to the City's MySay portal.
- The City received a total of **41 formal submissions** of feedback during this public comment period.
- City officers collected submissions in two ways:
    - 77% of submissions were received via the City's MySay page for this project.
    - 23% of submissions were received as emails or attachments.
        - The City received notable formal submissions during the public comment period from the following: Agnieshka Kiera and The Fremantle Society, the Public Transport Authority, and the Department of Transport and Major Infrastructure.
- This resulted in **more than 289 individual pieces of information*** collected through the engagement program.

Note: 1 formal submission via a MySay survey captures multiple comments and data from respondents.

WHO WE REACHED

Location Demographics



What does this data tell us?

- Fremantle (Central) and South Fremantle made up the highest number of respondents for the public comment period.
- There were no submission from respondents in Samson or O'Connor.
- Respondents who selected "Other – please specify" submitted the following information:
    - Erskineville (NSW); Spearwood; Mosman Park; Bicton; Joondalup; Murdoch.

How do you identify?

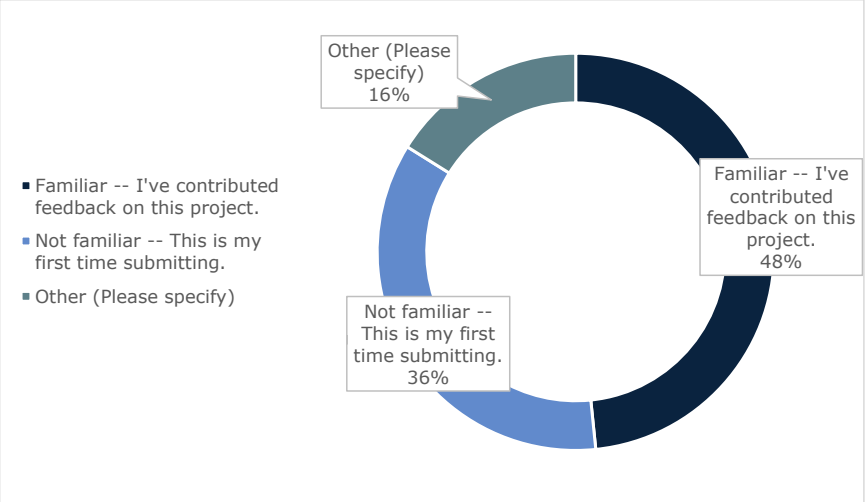
Identification Type	# of times selected
Resident	26
Ratepayer	15
Visitor	6
Business Owner	4
Renter	3
Other (Please specify)	6

What does this data tell us?

- Respondents were asked to identify themselves through the options above and could select all that applied.
- The top three types of respondents identified as being residents, ratepayers, and visitors.
- Respondents who selected "Other – please specify" submitted the following:
    - Former resident; Hopeful future resident.

WHAT WE HEARD

How familiar are you with this project?



What does this data tell us?

- Respondents were asked how familiar they are with the City Plan project.
- **48% of respondents** were familiar with the project and have contributed feedback throughout the engagement phases.
- **36% of respondents** were engaging with the City Plan project for the first time.
- **16% of respondents** selected "Other – please specify" and submitted the following:
    - Followed the project but has not commented (2).
    - Participated in other projects from DPLH/DevWA/Port Authority that took place in the same project area.
    - Attended the "What if?" event but had not submitted feedback (2).

Support for Draft Fremantle City Plan

Respondents were asked "*Do you support the Draft Fremantle City Plan?*"

What does this data tell us?

- **58% of respondents "somewhat support" the Draft City Plan.** This selection notes that respondents would support the plan if it included some key revisions or additions (which are summarised below).
- **26% of respondents "support" the Draft City Plan.**
- **16% of respondents "do not support" the Draft City Plan.**

Respondents were also asked to explain their ranking selection via an open text survey question. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Support

Visionary Strategic Planning was voiced 6 times. Respondents highlighted the following:

- The City Plan is described as a blueprint or guiding document that will shape Fremantle's future.
- It is praised for being well-researched, aspirational, thorough, and sensible.
- The plan consolidates ideas that have circulated in recent years.
- The plan is viewed as a significant step forward that addresses the shortcomings of previous efforts like Freo 2029.
- It clearly identifies precincts as key areas for setting and managing residential growth.
- The vision is compared positively to urban models seen in cities across Scandinavia and the Netherlands.

Sustainability and Transport Improvements was voiced 4 times. Respondents highlighted the following:

- The plan emphasizes more walking, cycling, and train use, with a strong desire to reduce car dependence.
- There is support for initiatives like creating a Free Transit Zone during the Traffic Bridge closure to improve transport access.
- Improved public transport is seen as essential to meeting the sustainability goals outlined in the City Plan.
- Fremantle's success in becoming a sustainable and inclusive city depends on shifting away from car reliance.

Investment, Growth, and Urban Activation was voiced 4 times. Respondents highlighted the following:

- The City Plan is seen as a driver of significant investment and long-term economic growth.
- It offers a strategy to modernize and (re)activate the Fremantle City Centre.
- There are bold new ideas and ambitious proposals contained in the plan.
- The plan positively reframes Fremantle's heritage as an asset that enhances visitor experiences and strengthens the city's identity.

Somewhat Support

Housing Affordability and Social Inclusion was voiced 7 times. Respondents highlighted the following:

- The plan lacks provisions for affordable and social housing.
- The plan is seen to cater to expensive and exclusive developments that may push lower-income residents out of Fremantle.
- Consideration for more low-cost housing options, including single-occupancy dwellings and youth housing.
- Existing communities, such as skateboarders and young people, be supported and not displaced.
- The draft is criticized for relying too heavily on private developers to deliver housing solutions, which may result in unliveable or socially disconnected spaces.
- The exclusion of groups like the West Australian Skateboarding Association from precinct planning is seen as symbolic of broader social neglect.

Heritage and Cultural Preservation was voiced 6 times. Respondents highlighted the following:

- The plan fails to sufficiently emphasize Fremantle's colonial and convict heritage, including notable sites like Arthur's Head, the Round House, and Fremantle Prison.
- There is strong support for preserving the West End cultural precinct and capping building height to protect its character.
- Better protection and recognition of mid-to-late 20th-century heritage assets, not just colonial-era structures.
- The Woolstores Ledge and skateboarding culture are identified as important cultural elements needing heritage status and formal support.
- Concerns about visual and physical disconnection from Fremantle's working port, which is viewed as integral to the city's historic identity.
- The iconic Captain Munchies building is specifically mentioned as a candidate for heritage retention and repurposing as a youth or cultural hub.

Implementation, Accountability, and Feasibility was voiced 6 times. Respondents highlighted the following:

- While the vision is good, the plan lacks concrete details on how goals will be implemented.
- Actions in the plan are seen as vague or open-ended, using terms like "explore opportunities" without specifying timelines, responsibilities, or outcomes.
- Concerns are raised about the lack of budget clarity and absence of accountability mechanisms.
- The strategy lacks clear phasing, with few immediate-term priorities identified.
- Stronger commitments from the City on what it will *do*, not just what it will "advocate" for.

Economic and Commercial Activation was voiced 5 times. Respondents highlighted the following:

- The need to restore Fremantle's city area with vibrant commercial businesses to attract both locals and tourists.
- Public safety is mentioned as a barrier to activation, with some stating they avoid the city due to its unsafe "vibe."
- Parking availability is seen as crucial for attracting visitors; a lack of it is cited as contributing to city decline.
- Suggestions include introducing landmark destinations like a 5-star hotel and ensuring that planning encourages private sector investment with certainty.

Infrastructure, Transport, and Connectivity was voiced 5 times. Respondents highlighted the following:

- Advocacy for improved public transport infrastructure, including better bus/train connections and a light rail system.
- The plan lacks coverage for North Fremantle and the Fremantle Port area, despite projected population increases.
- Missing infrastructure like schools and an upgraded hospital to support future growth.
- Walkability and cycling are supported, but these elements are not integrated well across the whole city.
- The need for large multi-storey car parks is emphasized as a prerequisite for reclaiming street space for pedestrians.

Do Not Support

Heritage Protection and Opposition to High-Rise Development was voiced 12 times. Respondents highlighted the following:

- Fremantle's value lies in its 19th-century colonial heritage, including buildings like Fremantle Prison, the Round House, Warders' Cottages, and Fremantle Oval.
- High-rise development will irreparably damage the low-rise, heritage character of Fremantle's cityscape.
- Opposition against the proposed 6- and 7-storey hotel developments near heritage landmarks, which are seen as incompatible with the existing built environment.
- Criticism of blanket height allowances and alarm that even areas with fewer heritage listings are now open to large-scale transformation.
- The destruction of visual heritage—such as rooftop vistas, view corridors, and spaces between buildings.
- The City Plan is accused of failing to protect important curtilages around heritage places like the Fremantle Prison and the Fremantle Arts Centre.
- Past efforts to protect Fremantle's unique identity, such as through Local Identity Codes, are now being disregarded.
- Treat Fremantle's entire urban fabric—including less formal heritage precincts—as a whole, not piecemeal.
- 8-storey buildings in heritage areas is described as "vandalism" and "shameful."
- Demolishing or modifying heritage buildings, streetscapes, or open space is repeatedly framed as irreversible cultural loss.
- Fremantle should conserve its heritage as a long-term economic and cultural asset rather than pursue short-term population growth.
- Tourism is said to rely on Fremantle's intact heritage environment, which high-rise development would destroy.

Governance, Planning Integrity, and Community Trust was voiced 6 times. Respondents highlighted the following:

- The City of Fremantle is strongly criticized for poor urban planning performance, with the Civic Centre, St Johns Square, and South Beach toilets cited as failures.
- The City lacks competence in delivering large-scale projects, referencing cost blowouts and inadequate financial planning (e.g., Fremantle Oval redevelopment).
- Deep distrust toward the motivations behind the plan, with claims it serves political or developer interests rather than the community.
- The Fremantle City Plan is viewed as being driven by fabricated, top-down agendas—particularly to meet arbitrary population targets.
- Planning leadership has weakened or ignored policies designed to protect local character, such as height limits or identity codes.
- Distrust in Council's ability to prioritise Fremantle's long-term public interest over short-term politics or investment goals.

Safety, Liveability, and Social Housing Concerns was voiced 5 times. Respondents highlighted the following:

- Fremantle already suffers from safety issues, which will worsen with increased population if social housing is not better managed.
- Scepticism about the City's ability to safely and responsibly manage social housing, with specific reference to derelict or burned-out buildings on Henderson Street.
- The plan promotes an unsafe urban environment under the guise of being "accessible for all."

ADDTIONAL PUBLIC COMMENTS

Respondents were asked to share any additional comments or feedback that may not have been captured via the questions presented in our MySay survey. Their answers have been summarised into themes that appear multiple times with accompanying bullet points below.

Heritage Protection and Building Scale was voiced 10 times. Respondents highlighted the following:

- Concern about proposals for high-rise buildings (6–15 storeys), which are seen as out of character for Fremantle's low-rise heritage cityscape.
- Development proposals are perceived as disregarding important heritage contexts, especially around landmarks like the Federal Hotel, Fremantle Arts Centre, and Fremantle Prison.
- Scale reductions in areas adjacent to heritage zones, especially around William Street and the Cappuccino Strip.
- Specific design submissions (e.g. Pendell, Space Agency, With Architects) are criticized for visual intrusiveness, inappropriate height, or lack of heritage sensitivity.
- Strong desire to protect curtilage (buffer zones) around historic buildings.
- A perceived overemphasis on Aboriginal heritage to the exclusion of colonial heritage, calling for a more balanced historical narrative.
- Discontent with previous redevelopment projects (e.g., Kingsgate, Westgate Mall) is cited as a warning about failed planning.

Connectivity and Transport Infrastructure (Rail, Pedestrian, Bus) was voiced 8 times. Respondents highlighted the following:

- Strong support for sinking the railway from North Fremantle through to Coogee to reconnect the city with the river and port.
- Opposition to relocating the bus terminal, arguing the current location is functional and convenient near the train station.
- Consideration for better pedestrian connections, including:
    - Norfolk Street link questioned due to concerns it could become a car thoroughfare.
    - More pedestrian bridges across railway lines are desired.
- Frustration with the City's failure to retain the CAT bus service.

- Prioritise cycling and walkability, but with recognition that cars are still essential for many (elderly, families, etc.).
- Public transport improvements that support safety and accessibility.

Affordable and Inclusive Housing was voiced 6 times. Respondents highlighted the following:

- Support for inclusionary zoning as a strategy to ensure affordable housing is delivered as part of new developments.
- Developers won't voluntarily provide affordable housing; market forces alone won't fix the issue.
- Models from the UK and Sydney are referenced as useful planning examples for affordability.
- Desire for new high-rise developments to include community spaces, especially for vulnerable populations (e.g., elderly, people with disabilities).
- Current housing policies could lead to ghettoisation or social disconnection if not well-integrated or supported.
- Accessibility challenges (e.g., lack of public toilets, benches, ACROD parking) are seen as barriers to inclusion, especially for older and disabled residents.

Urban Greening, Ecology, and Sustainability was voiced 5 times. Respondents highlighted the following:

- Clear support for leafier streets and WSUD (Water Sensitive Urban Design) strategies, particularly in non-heritage areas.
- Emphasis on planting native species to support local biodiversity and climate resilience, with Cantonment Hill and Samson Park named as examples.
- The urban heat island effect and loss of cooling breezes due to high-rise development is raised as a significant concern.
- Incorporate flood planning and stormwater management, especially in light of recent extreme weather events.
- Criticism of ideological environmental language (e.g., Net Zero, UN/WEF agendas), with some viewing it as overreach or misguided.

The Community Engagement and Planning Process was voiced 5 times. Respondents highlighted the following:

- The "What If?" engagement event and its visuals received mixed reviews: some found it inspirational, others thought it missed the mark or was overly ambitious.
- Criticism that the process feels like "last tweaks" to a flawed plan rather than meaningful consultation.
- Calls for slower, more thorough masterplanning (e.g., not developing parts of Leisure Centre Park before an area-wide plan is done).
- Frustration over a perceived failure to learn from past planning mistakes, with specific failures cited (Kings Square, Queensgate, etc.).

NOTABLE SUBMISSIONS

Government of **Western Australia**
Department of **Transport**
and Major Infrastructure

DTMI Ref: tA2823380
Contact: Mandy Sherring

Mr Liam Mouritz
Principle Urban Designer
City of Fremantle
Walyalup Civic Centre
151 High Street
Fremantle WA 6160

Re: City of Fremantle – City Plan: City Centre

Dear Mr Mouritz

Thank you for providing the Department of Transport and Major Infrastructure (DTMI) the opportunity to review and comment on the City of Fremantle City Plan: City Centre. DTMI supports the Plan's intent to develop the City Centre to become a vibrant, sustainable hub within the Perth Metropolitan Region aiming to attract and support more residents, businesses, and visitors.

In recognition of the importance of advocating for key issues beyond the City's direct control and the need for broader strategic planning, DTMI Urban Mobility and Maritime have reviewed the proposed City Plan. Attachment 1 below identifies the specific comments for consideration.

DTMI Maritime values the collaborative workshops held to date and the resulting enhancements to the City Plan in relation to the future potential of the Fishing Boat Harbour. Maritime looks forward to continuing a close partnership with the City of Fremantle on urban planning and development initiatives in and adjacent to our harbours.

DTMI Urban Mobility supports the active transport and walkability elements of the City Centre Plan, though has some concerns about the depiction of routes through Fremantle as part of the Long-Term Cycle Network (LTCN). It is noted that the schedule outlined on p57 indicates a Bike Plan review by the City is proposed in 2025 and an Integrated Transport Strategy will be prepared in 2027. In this regard Urban Mobility would like to continue working with the City of Fremantle in relation to these plans and the active transport and walkability elements as depicted in the City Plan.

We note the Public Transport Authority (PTA) will provide comments separately regarding the public transport elements, including the Fremantle Station forecourt and bus network. If you wish to follow up on any of these matters, please do not hesitate to contact Mandy Sherring Mandy.Sherring@transport.wa.gov.au

Yours sincerely

Ian Stanger
A/ Director Maritime Planning
Maritime Planning

Date: 15 July 2025

Attachment 1: Department of Transport and Major Infrastructure - Submission to the City of Fremantle City Plan: City Centre (Draft)

Department of Transport and Major Infrastructure - Maritime			
Page	Section	Issues	Comment
31	Thriving City Spatial Strategy	Change title box *Replace Waterfront Activation with "Mixed use precinct"*	Reflecting a range of potential land uses to support the relocation and redevelopment of the boat lifting site.
32	Activate the waterfront	*"…..committed to supporting their transformation into world-class entertainment, tourism and maritime business, mixed use precinct. With state government policies driving development, there are opportunities to activate these areas, creating more attractive and accessible spaces for visitors, community and businesses"*	Alongside a tourist precinct, the Fremantle Harbours Master Plan envisages multi storey development within the Mixed-use precinct (currently the boat lifting site). It is anticipated that ground level and possibly 1st storey will accommodate hospitality or retail / commercial. Alongside the promotion of a thriving visitor and tourism district, DoT wishes to promote development opportunities for businesses that support the maritime, navy or fishing industries.
33	Activate the waterfront	Include Wardan lane "… Improve waterfront access across the rail line at Cliff Street, Fremantle Station, Norfolk Street, and **Wardan Lane**"	As part of the proposed Fremantle Fishing Boat Harbour Master Plan, Wardan Lane is being considered as a potential primary access route linking the harbour to the city centre.
33	Activate the Waterfront	As a potential additional dot point: *"Deliver cohesive access to the waterfront that promotes walking, cycling, and other transport options."*	Maritime's intent for the harbour's connections to the wider city is focussed towards active/alternative transport modes. It is the department's aspiration that alternative transport modes be actively promoted and integrated into the overarching vision moving forward.
37	Resilient City	Public realm greening opportunities Remove this "opportunity" from the image	The development of this precinct will likely be via the private leaseholder and subject to lease negotiations. While it is envisaged that there will be public access to the water around this precinct and a

			degree of publicly accessible space it is likely not to take the form as shown in this picture and is also not likely to be a "green" space given the climatic extremes in this location.
39	Resilient City Actions Coastal adaption	Delete the following point *Extend green networks into State-owned waterfront land to create a seamless connection between the City Centre and its edges*	While providing a seamless tree canopy to the water's edge is ideal it is not always practically possible where the current water's edge is reclaimed land and is subject to different micro climatic conditions than the City Centre. In this regard the vegetation selection will be different throughout the city and likely provide different environmental outcomes. DMTI supports a green corridor or network into the Harbour from the Norfolk Street extension but not at other locations throughout the Harbour.
49	Liveable City Spatial Strategy	Show the Perth to Fremantle to Coogee Long-Term Cycle Network Primary Route PSP on map	While DMTI maritime has no objection to the City promoting alternative or secondary cycling connection via Parry Street, it is considered that the existing PSP movement network (south-west side of the freight rail line) should be shown. The primary cycle network route supports the future development of Victory Quay as envisaged by this City Plan.
49	Liveable City Spatial Strategy	Extend the green – Walkable City Core – slow vehicle zone with pedestrian Priority – to include the waterfront / hospitality and mixed-use precinct of Fremantle Harbours	As per comments above DTMI's vision for the Harbour is to reduce the reliance of private vehicles for visitors to the Harbours and promote alternative modes of transport
49	Liveable City	The plan shows a bus route along South Terrace - Include a bus route along Marine Terrace	As per community expectations and improved integrated transport outcomes there should be an interim public transport route between South Beach and the City Centre along Marine Terrace. This service is shown on pages 62, the maps should align
51	Liveable City Actions	Safe and Continuous cycling infrastructure Ensure the provision of secure end of trip facilities	Increased cycling and micro mobility transport is dependent on secure bike parking / storage for residents, workers and visitors. Locations for

			bike parking infrastructure should be included in structure planning and Local Planning Scheme
56	Possible future phasing		DTMI – Maritime supports the possible phasing of future development for Fremantle Harbours
57	Key Plans and Strategies	The Integrated Transport Strategy be incorporated before or revised concurrently with Precinct Structure Planning.	To reduce the risk of inefficient transport infrastructure, Integrated Transport Strategies should occur before, alongside, or be integrated with Precinct Structure Planning thereby, ensuring transport networks support intended land use development. Planning transport systems within the confines of pre-determined or constructed development can restrict the ability to meet demand. *Source: Guidelines for Preparation of Integrated Transport Plans. Section 4.1.2 Integrated land use planning and transport.*
Department of Transport and Major Infrastructure – Urban Mobility			
49	liveable city spatial strategy	Show the Long-Term Cycle Network Primary Route PSP on the plan.	DTMI - Urban Mobility (UM) notes that the 'liveable city spatial strategy' recommends a "Perth-Fremantle cycling network" including dedicated cycling lanes on Parry Street. DTMI Long Term Cycle Network (LTCN), which has been endorsed by City of Fremantle, identifies Parry Street as a Secondary Route (moderate level of demand connecting primary routes and major activity centres such as shopping precincts, industrial areas, as well as health, education and sporting facilities). The LTCN identifies the Primary Route alignment (high demand corridors connecting major destinations and are the backbone of cycle networks. Primary routes are often located next to major roads and railways) as being located along the railway line throughout the City Plan: City Centre area. DoT advises that this should be shown on P 49 and other

			related images and should be included in the phasing diagrams (P 56). UM notes that this railway aligned cycle infrastructure is shown on the precinct maps (Pp 61-64 and P67) consistent with the LTCN.

Outlook

DPLH additional comments post meeting - City of Fremantle Draft City Plan

From Jacob Dawkins <Jacob.Dawkins@dplh.wa.gov.au>
Date Fri 8/1/2025 9:26 AM
To Liam Mouritz <liamm@fremantle.wa.gov.au>
Cc Janine Egan <Janine.Egan@dplh.wa.gov.au>

OFFICIAL

Hi Liam,

Thanks for your time last week. It was really constructive to talk through the City Plan and discuss interrelationship with the Future of Fremantle Vison. As discussed below are some additional comments regarding the City Plan for your consideration.

- **Page 7** – As discussed, the 'Bracks Street Precinct' is part of the Future of Fremantle project area. Can the City please revise to reflect this
- **Page 15** – The Plan currently notes the City had "some involvement" in stakeholder engagement workshops. The City of Fremantle played a significant role in the Future of Fremantle project, including Mayor Hannah Fitzhardinge's participation on the Planning Committee, regular briefings, and active involvement in the six-day Place Design Forum. It may be worth updating this section to better reflect the City's contribution.
- **Page 56** – Please updated '*Action 7 - Activation of existing Victoria Quay heritage buildings*' in the '5-10 year' timeframe project list to include Fremantle Ports. This project is a joint initiative between Fremantle Ports and DPLH.
- **Page 43** – The nominating specific uses and locations such as the 'Community Recreation' facility on the Precinct map for the Victoria Quay precinct, in the absence of more detailed precinct planning is considered premature by DPLH. Please consider revision
- **Page 61**- The Plan identifies the development of a multideck carpark on Victoria Quay, this location for a car park structure doesn't align with the aims of Victoria Quay precinct under the Future of Fremantle Vision. In the absence of more detailed precinct planning please consider removing.
- **Page 68** – The Plan identifies a significant portion of the Northern Gateway to be set aside for 'naturalised riverfront open space'. This doesn't align with the Precinct aspirations detailed in the Future of Fremantle Vision. Can this please be revised.
- **Page 71** – 'Victoria Quay' image: The identified land use outcomes shown do not align with the outcomes Future of Fremantle Vision at this location. Can this please be revised.
- **Page 72** – The plan proposes the sinking of the Fremantle passenger rail and naturalising South Quay. This does not align with the Future of Fremantle Vision. Please consider revising.
- **Page 72** – The plan proposes a pedestrian bridge connecting North Quay and Victoria Quay. The location and use of this bridge does not align with the Future of Fremantle Vision. It is recommended this image be revised to reflect harbour crossings as detailed in the Vision.

Looking forward to continuing to work with the City as the development of the City Plan continues.

Kind regards,

Jacob

Jacob Dawkins
Senior Policy Planner | Strategy and Engagement
Department of Planning, Lands and Heritage
140 William Street, Perth WA 6000
W: dplh.wa.gov.au | P: 6551 9545

Government of Western Australia
Public Transport Authority

Your ref: Fremantle City Plan (Draft Report)
Our ref: fA2072028 (A14883885)
Enquiries: Rashidah MacLeod

16 July 2025

Mr Glen Dougall
City of Fremantle
151 High Street
Fremantle WA 6160

Dear Mr Dougall

Re: Request for Comment – City Plan: City Centre – Draft Phase 2 Community Engagement June 2025 – Revision date: 13 June 2025

Thank you for providing the Public Transport Authority (PTA) with the opportunity to review and provide comments on the City of Fremantle's City Plan: City Centre (the Plan).

The PTA believes the Plan is timely to consolidate many ongoing future planning activities for the wider Fremantle area and create a vision for the area that is shared by key stakeholders and the City of Fremantle (the City).

From PTA's perspective, it is positive that the Plan explores a range of opportunities relating to investment in existing and future public transport infrastructure and services to encourage more people to travel more sustainability.

To provide the city with a comprehensive response, the PTA's Rail Planning and Transperth branches have reviewed the city's plan. The PTA's consolidated comments are as follows:

General comments

1. The PTA strongly supports the Plan's emphasis on public transport, pedestrian and cycling access being the key modes of transport for the study area, with parking being positioned to the periphery.

2. The PTA also supports the City's vision for a transport network that reduces car dependency in the city centre in line with the City's *Liveable City* principle.

3. The PTA continues to support the activation of the Victoria Quay waterfront as a government priority and will continue to work with the City and other stakeholders on initiatives that provide safe and direct access across the rail corridor.

Public Transport Centre, West Parade, Perth, Western Australia 6000
PO Box 8125, Perth Business Centre, Western Australia 6849
Telephone (08) 9326 2000 email enquiries@pta.wa.gov.au
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Bus operations and bus interchange

4. The PTA's long-standing position for the location of an upgraded future bus interchange design is based around using Market Street at the entry point for buses. This arrangement balances the need to provide an optimal transfer arrangement for public transport passengers with broader positive urban outcomes.

   The City's proposal to realign bus routes from Market Street to Queen Street to create a larger station forecourt does not allow for efficient public transport outcomes to attract more passengers and is not supported by the PTA. Instead, this would negatively impact the passenger experience by making bus journey times longer and increase the walking distance between bus stops and the station entrance.

   The realignment of services from Market Street to Queen Street would also likely require modifications to Cantonment Street to accommodate bus movements. This approach appears to contradict the City's vision to increase the tree canopy of the street and provide wider footpaths to create a more pedestrian-friendly environment.

5. The layout in the image on page 61 suggests that the 'bus depot' has been relocated from its current position. Reference should be made to it being referred to as 'bus interchange' and not 'bus depot'. Please make this change on all maps. The legend includes "existing bus routes with long-term opportunity for mid-tier transit" should also include "or improved bus priority".
6. There should be reference made to a future potential bus interchange project within the' 5-10 year horizon'. It is important to identify the project as a potential opportunity for future investment especially if the interchange can be upgraded at the same time as other nearby projects are delivered within the area.

Mid-tier planning

7. The PTA is supportive of the City's initiative to protect corridors for future mid-tier routes on Market Street and potentially the freight rail corridor after the Fremantle Port is relocated. Maintaining bus routes on Market Street would allow incremental improvements to services over time. Realigning buses from Market Street to Queen Street would not support an incremental or staged delivery of a future mid-tier service and is therefore not supported by the PTA.
8. Mid-tier references should relate to 'mid-tier' and 'other bus priority treatments' because not all routes will be mid-tier as not all streets will be suitable for a 'mid-tier' solution. It is recommended that the map on Page 49 is modified to clearly

show the transport modes by using different colours on the maps stand rather than different shades of green.

9. References to mid-tier in the precinct should be more clearly defined and existing bus routes should be clearly defined. This will avoid any confusion for the public and limit community expectations around future mid-tier routes within the Fremantle study area.
10. References to mid-tier in the 20–30-year horizon should also include 'or bus priority' or similar. Installation of bus priority, such as bus lane or providing priority for buses at traffic signals, can elevate the importance of the street for a public transport and does not necessarily need to be 'mid-tier'.

Pedestrian access

11. The proposal to make the city core more walkable and reducing speed limits to 30km is supported to provide enhanced access to the station by sustainable modes of transport.
12. Across an average weekday, nearly half of all passengers using Fremantle Station access the station by walking. Fremantle Station is also a 'destination' station due to the various job, education and essential services within the area. The station is characterised by a strong mix of people boarding and alighting during morning and afternoon peak periods. High quality pedestrian access is therefore a very important and there needs to be multiple safe, direct and legible locations where people can cross the roads to access the station and surrounding high demand bus stops.
13. Where possible, identification of 'pedestrian-only' streets should be explored to remove unnecessary car trips within the study area.
14. 'Greening' on roads/paths is supported to provide improved amenity and shade for pedestrians to access the train station and bus stops. Greening needs to be considered against bus operations and greening close to the railway corridor.

Planning and development considerations

15. The PTA is supportive of precinct improvements and exploring development opportunities near stations. However, this needs much more investigation to ensure proposals do not introduce significant constraints to existing or future public transport services. The proposals outlined in the Plan depict development very close to the station and rail corridor. Land ownership and feasibility of development close to the rail corridor has not been investigated in detail and this should be noted in the Plan. Please include disclaimers within the Plan when showing artistic impressions. It represents a risk to the PTA that there will be a

community expectation to build such developments without clear understanding that the PTA has not yet reviewed or approved any developments.

16. The scope of area set out within the Plan places much of the area near to PTA's assets and infrastructure including the PTA Protection Zone, given the proximity (less than 100m) to the Fremantle Railway Corridor. Given this, future DAs lodged to the City within the area will need to comply with the PTA's requirements for works in and around its infrastructure. Early and ongoing engagement with the PTA will ensure that this is addressed in pre-lodgement and/or via conditions set by the PTA through the referral of future DAs to the PTA for consideration.
17. Future noise sensitive proposals will need to be supported by an acoustic assessment prepared by a suitably qualified professional and in accordance with State Planning Policy 5.4 – *Road and Rail Noise*.

The PTA looks forward to continuing to work with the city on public transport opportunities as well as improving modes of transport to access public transport.

The PTA requests a copy of the city's final determination on these proposals to be sent to wapcreferrals@pta.wa.gov.au

Should the City have any queries in respect to the above comments, in the first instance please feel free to contact Rashidah MacLeod, Senior Transport and Land Use Planner on 9326 5658 or wapcreferrals@pta.wa.gov.au.

Yours sincerely

Michael Parker
EXECUTIVE DIRECTOR INFRASTRUCTURE PLANNING AND LAND SERVICES

Comments on the Draft City Centre Plan, Fremantle

SUMMARY

The draft City Plan focuses on the Central City Zone as defined by the Metropolitan Region Scheme (MRS), expanded to include key adjacent areas of Fremantle Oval, Fishing Boat Harbour, and Victoria Quay. It aligns the urban centre of Fremantle with a 15-minute walking radius from Fremantle Train Station - the critical aspect of liveable, mixed use urban area. The Plan identifies set of objectives to achieve a diverse and extensive mixed-use central zone that provides a range of destinations, amenities, and a blend of commercial and residential uses throughout. Some objectives —such as upgrading infrastructure and managing vehicular traffic—are relatively straightforward and rudimental to implement and the Plan skim over these. However the main two goals of guiding the increase of the City Centre residential population and at the same time increasing its attractiveness to tourists, are potentially at variance with each other. The draft Plans fails to convincingly reconcile these two goals by mutually complimentary strategies. To reconcile these two objectives in a compatible manner would require more rigorous and informed approach and more detailed policy direction, which the draft Plan fails to provide.

While identifying vacant and under-utilised sites available for new high density residential development within the City Centre, the Plan fallaciously recommends **the blanked 8 (eight) story** height for new development. In the similar, uninformed manner it recommends indiscriminate greening of the streets and sites, both of which would fail to achieve the reconciliation of the two main objectives. Thus the draft Plan falls short of providing clear implementation guidelines and realistic framework for integration and harmonising the proposed high rise development with the existing low to medium density, predominantly two to maximum four stories, heritage context of the City Centre. It would be impossible to proceed with the recommended strategic redevelopment without altering and alienating heritage and irreversibly impacting on the unique character of Fremantle, the main attribute of the City Centre likely to attract tourists.

The inconsistent approach to strategising economic future for the Fremantle City Centre as recommended by the Plan is unacceptable and needs to be readdressed in the final version.

Integration of Core Objectives

The draft City Plan seeks to balance two primary objectives that appear to be mutually exclusive: to substantially increase residential population within the City Centre **and** attracting more visitors to Fremantle. Achieving both goals simultaneously requires an informed and carefully integrated strategy. Visitors won't come to Fremantle to admire the blocks of flats, no matter how well designed, if the new high rise buildings would curtail the character and attractiveness of the Centre as the historic town - the state, nationally and internationally listed, unique and well preserved 19th century colonial port, with well unified blend of the Victorian and industrial architecture.

The proposed residential development must be so designed as to maintain and protect the city's heritage assets, which are key to defining its identity and tourist appeal. Heritage, in this context, should not be treated as a constraint but as a foundation upon which high-quality, context-sensitive development can occur, which the City Plan fails to provide. The final Plan must therefore come up with clear guidance on how to balance development with heritage protection by using heritage as a motivator and catalyst for revitalisation. There is a wealth of readily available and well researched reference documentation in the City archives to draw on in order to review it and revise the draft guidelines to be based on updated facts and better informed policies as opposed to the currently superficial guidelines and ad hoc recommendations offered by the draft City Centre Plan.

Key Objectives Requiring Clarification

The following objectives stated in the Plan must be revised and redressed and supported by the detailed policies and/or guidelines explaining **how** these objectives can and need to be achieved:

- Encourage context-sensitive, high-quality development that protects what makes Fremantle unique - DEMONSTRATE HOW?
- Support residential development in areas with high amenity, close to jobs and transport - PLEASE JUSTIFY SITE BY SITE;
- Promote higher-density, mixed-use development in the city centre, ensuring careful integration with existing character - DEMONSTRATE THE MEANS OF INTEGRATION;
- Balance 'investing in urban development' (Strategic Community Plan) with 'protecting and activating heritage' (Creative City) - the recommended **EIGHT STORIES**, BLANKED HEIGHT FOR NEW DEVELOPMENT IS CONTRARY TO THIS OBJECTIVE;
- Position heritage as a key motivator for the City Plan—integrating, preserving, activating, and retrofitting heritage within new development - DEMONSTRATE HOW?
- Launch a targeted marketing campaign to promote Fremantle as a premier tourist destination; 👍
- Promote Fremantle as a vibrant location for living, business, education, and sustainable industries; 👍
- Create shared public spaces that prioritise pedestrians and slow vehicle traffic - DEMONSTRATE HOW TO ACHIEVE THIS WITHOUT IMPACTING ON HERITAGE;
- Upgrade public spaces, including enhancement of Pioneer Park and adaptive reuse or replacement of the Spare Parts Puppet Theatre - REVISE AND MAKE USE OF THE EXISTING ARCHEOLOGICAL AND DESIGN DEVELOPMENT PLANS
- Protect and promote cultural vibrancy driven by nightlife, bars, and cafés - DEMONSTRATE HOW?

Issues and Recommendations

1. Inadequate Guidance on Heritage Integration

The Plan fails to outline how to use heritage protection as a key motivator for new development beyond physical conservation. It should provide detailed and site appropriate parameters for new development within each redevelopment site's heritage context. While the draft Plan provides a set of model developments, it fails to reference these proposals to the already produced wealth of research and guidelines, thus coming up with, what appears to be, ad hoc and 'top of the head' type redevelopment concepts, contrary to the draft Plan's own stated objectives.

Before producing superficial models, the Plan must define 'suitable development' as that which ***harmonises*** rather than competes with what exists. Such definition should address the scale, form, and density appropriate for each recommended redevelopment site, relevant to its specific heritage surroundings. The subsequently prepared parameters should be applied diligently to each site,

depending on its proximity to and significance of heritage context within which the proposed development is to take place. The currently recommended, blanked ***8 (eight) story height*** across the Centre and the indiscriminate greening of the streets and places neither provide the required clear direction nor takes advantage of potential for harmonisation of old and new. Thus any planned future implementation of the draft Plan risks encouraging inappropriate and inconsistent development outcomes.

2. Importance of Research and Heritage Impact Studies

The Plan's stated objective to 'drive change while addressing challenges' must include a requirement to critically review the already produced wealth of research, studies, heritage impact assessments, guidelines and strategy plans available in the City of Fremantle's archives. The most relevant document, which should have been referred to in the draft Plan yet isn't, is the Local Identity and Design Code, which apply exactly to the City Centre as defined in the draft Plan and provides a well-researched and site-specific guide for compatible development. The authors of the draft Plan failed to acknowledge the LI&DC as a reference guide, let alone to critically review its guidelines and to come up with its own, well informed recommendations.

The draft Plan should also provide appropriate reference to the *Burra Charter,* the Australian, internationally acclaimed, 'bible' for heritage conservation and compatible development of heritage places. This requirement should apply to all sites identified for redevelopment— the City Centre, Waterfront, Northern Gateway, and Fremantle Oval Precinct.

3. Inappropriate Blanket Height Limits

The Plan's blanket recommendation for ***8-storey height*** recommended for all new development across the City Centre, is **ill-advised**. As stated above, any new infill development within the heritage precinct must be assessed on a site-specific basis, ideally as recommended by the Local Identity and Design Code. It cannot be overstated that in order to reconcile the two main objectives of the Plan - a substantial increase of both, residential population and tourist visitations - the Plan should recommend and provide model development briefs for each site available for new development. The briefs should critically review the already produced recommendations by the Local Identity and Design Code and creatively consider the updated context: proximity to heritage, streetscape character, compatibility, impact on significant views and the visual impact in general.

4. Redevelopment of Fremantle Oval as the example of failure of the draft Plan to reflect its own objectives

The draft Plan attempts to provide site specific redevelopment models such as insertion of new blocks of flats into the Fremantle Oval, without any reference to the key heritage attributes of the site: the World Heritage-listed Fremantle Prison, the State-listed Oval and its Grandstand - all essential and critical heritage considerations that should inform the design of new development in accordance with the Plan's own major objectives, and the Prison's buffer zone policy. The buffer zone around the Prison was created precisely to protect such attributes, as its elevation above the town and its visual prominence. The draft Plan fails to concede that these attributes should be central to any design and determination of appropriate form and scale of new development.

As stated above any redevelopment within the buffer zone, including the Fremantle Oval, must be guided by the site-specific brief. The currently recommended ***8-storey height*** for new development fails to duly consider heritage impact. Instead the general approach to designing the blocks of flats within the Oval should define the height limit to a maximum of 4 (four) storeys and identify specific location for new development that would frame rather than obstruct the key views— particularly of the Prison and the Knowle. The draft Plan fails to provide clear guidelines for new

buildings as to demonstrate exceptional architectural quality and sensitivity to the existing heritage context.

The Plan should also recommend removal of the large advertising pylon adjacent to the Victoria Pavilion, which detracts, not only from its immediate heritage setting, but also impacts negatively on the significant corner of Parry Street and South Terrace.

5. Arthur Head Reserve and Bathers Beach as ill informed set of recommendations

Similarly the Plan's guidelines for upgrading Arthur Head Reserve lack historical accuracy and underplay the City's past rigorous process of restoring the area in the 1980s. Yet Bathers Beach is the result of the 1980s project, which faithfully reconstructed this section of the foreshore as both, significant heritage site and unique public space of the City Centre. It took the City some four years to undergo the extensive historical and archaeological research of what was at the time was a reclaimed lump of land used by Fremantle Port as its depot. These studies were subsequently utilised to inform the design and implementation of the conservation works, reconstruction of the coastal landscape, restoration and adaption of the heritage buildings located in the Reserve and addition of public facilities such as steps, seats, public toilets, boardwalks, interpretative structures and signage.

Thus Bathers Beach, dunes and coastal vegetation which the draft Plan (and Mayor in her public announcements) refers to as 'natural' are in fact a skilful ***reconstructions*** of the original coastline. These works have integrated both, colonial and Aboriginal heritage, including the post colonial use of the area by the First Nation people - groups congregating around the whaling station and, occasionally, putting up artworks in the form of rock painting and stone assemblies. The Roundhouse, the oldest heritage building in the City Centre, also represents both, First Nation and colonial heritage. The interpretative reconstruction of the former Aboriginal Mortuary as a shade structure along the new boardwalk is also a tribute to First Nation's people.

In summary Arthur Head Reserve has a shared heritage and this has been acknowledged, conserved and adapted for public use, heritage interpretation, and compatible cultural activities. It appears that the authors of the draft Plan have not acquainted themselves with these facts, and subsequently misrepresented them in the Plan. The City should continue to maintain Arthur Head Reserve as a public space of shared heritage —not as a site exclusively defined by either colonial or Aboriginal history but as a significant heritage site and an attractive public reserve within the walking distance to the City Centre.

6. Leadership Through City-Owned Heritage Projects

During the 1980-2000 stage of managing heritage-led revival of the City Centre, the City led by example in the adaptive reuse of heritage places thus intentionally providing models and setting standards for private developers. The successful conservation, among others, of the Town Hall, Fremantle Arts Centre, Mores Building, Victoria Pavilion and Arthur Head Reserve has demonstrated that heritage adaptation can be viable and inspirational. Such leadership must continue and should be acknowledged and recommended in the final City Centre Plan.

Claims that heritage requirements make development unfeasible are often based on misinformation and uncertainty. What developers need to invest in any new development, is clarity. They need to know what is expected and how their development will be assessed by decision makers. Detailed policies and site-specific briefs, based on prior research, is the best way to provide certainty, which developers need to assess the challenge of how to integrate heritage and to come up with the viable and compatible development proposals. The successful adaptation of the former woolstores' illustrate this point.

7. Areas Outside City Control

The Plan correctly identifies the need to work with state government and private landholders to realise the potential of areas such as Victoria Quay and the Fishing Boat Harbour. However, it fails to critically review, reference and incorporate existing studies, conservation plans and designs already completed for these sites. This omission undermines the credibility of the Plan and creates the impression of ad hoc planning. The Plan should be reviewed and build upon existing documentation, rather of reinventing the wheel.

8. Fremantle Port Redevelopment

The long-term vision to relocate Fremantle Port and redevelop land north of the river offers an unprecedented opportunity for urban transformation. However, the City Plan rightly excludes this from its immediate framework. Any redevelopment of this magnitude will require separate studies and a well informed creative considerations before developing the North Quay long-term strategy, due to its scale and divergence from the existing heritage fabric of central Fremantle.

Conclusion

The draft City Plan contains the array of commendable objectives but fails to reflect them in the detailed, extensively elaborate models and strategy recommendations. Some models of proposed redevelopment are misinformed and therefore misguided in terms of how heritage should be integrated with new development. To be effective, the Plan must be underpinned by the work already completed and provide a well informed and objective basis for its recommendations. The Plan should reconcile the existing robust heritage studies, policies and plans. Its recommendations for development should be site-specific. The draft Plan fails to demonstrate that Fremantle's heritage is not an impediment to new development. Its specific models fail to demonstrate how to integrate heritage as a key motivator to result in high-quality new development, which sustains both the city's identity and its growth.

The draft Plan fails to provide inclusive approach to heritage which would demonstrate that it can be a policy opportunity and not a policy problem, adding value to development policy outcomes and delivering wider public benefit. As a result the draft Plan fails to provide a well informed and realistic framework for heritage-led residential redevelopment of the City Centre that invest in high density, medium height and quality design and architecture, thus harmonising old and new. Ideally, strategies for the final City Centre Plan should be integrated into five aspects of public policy related to wellbeing - the environment, social policy, planning policy, creativity and economic policy.

Further engagement of the City of Fremantle with such community organisations as Fremantle Society - currently omitted from the consultation - is essential to help refine the draft Plan strategies and, ultimately, to contribute toward a stronger, more cohesive plan for the City Centre and the future of Fremantle.

Agnieshka Kiera

City Plan:

City Centre

August 2025

The City of Fremantle acknowledges the Whadjuk people as the Traditional Owners of the greater Walyalup/ Fremantle area and we recognise that their cultural and heritage beliefs are still important today.

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From the Mayor

Fremantle is an attractive place to live, work, play and invest.

We are at an important moment in Fremantle's history, a time to act decisively to protect the character and identity of our city, while embracing the kind of development that supports vibrant inner-city living. To thrive as a resilient and sustainable Port City, Fremantle must continue to evolve.

In the 1990s, Fremantle's City Centre reached a historic low in residential population, driven by growing car dependency and suburban expansion. While efforts since then have begun to reverse this trend, we still fall short of the density needed to support bustling streets, thriving local businesses, and high-quality public transport.

The Fremantle City Plan charts a clear path forward. It reflects what we've heard from our community: a call for more diverse and affordable housing, greener and more welcoming public spaces, better transport options, and a more vibrant city heart.

This Plan will serve as a foundation for planning reform, public investment, and strategic advocacy. It will guide our collaboration with state government, community organisations, and the private sector to deliver the future Fremantle deserves.

I want to sincerely thank everyone who contributed to the development of the City Plan, including our dedicated staff, community members, elected representatives and design collaborators. Your ideas, concerns and ambitions have shaped this vision for Fremantle.

Now it's time to bring it to life.

Hannah Fitzhardinge, Mayor

The Brief

The Brief

The City Plan

A strategic urban design and planning process guiding Fremantle's growth toward a diverse, livable, and sustainable future.

The City Plan outlines an approximate 20-year timeline—long enough to be visionary, yet short enough to provide clear direction and actionable steps.

This work has involved mapping, research, community engagement, scenario testing, precinct planning, and speculative design proposals—all aimed at shaping a high-level vision. The City Plan outlines key objectives, principles, priorities, and actions to guide both immediate and long-term urban development efforts.

Evolving our approach

Our understanding of the City Plan has evolved over time. While it initially focused on the City Centre (the focus of this report, City Plan: City Centre), its scope has since expanded to include ongoing and future work across multiple key centres in Fremantle, such as North Fremantle, South Fremantle, and Hilton. Recognising the need for strategic planning and urban design to support Fremantle's future growth, these additional areas will be addressed in separate reports to be published over the coming years.

Within this context, the City Plan: City Centre is a high-level, non-statutory strategic document that shapes policy, guides development, and fosters dialogue on Fremantle's future. It provides a broad, long-term vision while also informing short-term opportunities as they arise organically or as direct actions from this work.

Key objectives

- Attract more residents, businesses, and visitors to support a vibrant economy and the sustainable growth of Fremantle as a key hub for development within the broader Perth Metropolitan Area.
- Encourage context-sensitive, high-quality development that protects what makes Fremantle unique and special.
- Plan for significant public realm and infrastructure investment to support increased density and activity—recognising that growth and investment must go hand in hand.
- Advocate for key issues beyond our direct control—understanding that while local government has limited authority, we can influence change through advocacy to higher levels of government and the community.
- Build community support around a shared vision by engaging with diverse groups, gathering feedback, and working collaboratively to shape Fremantle's future.

The Brief

The City Centre in context

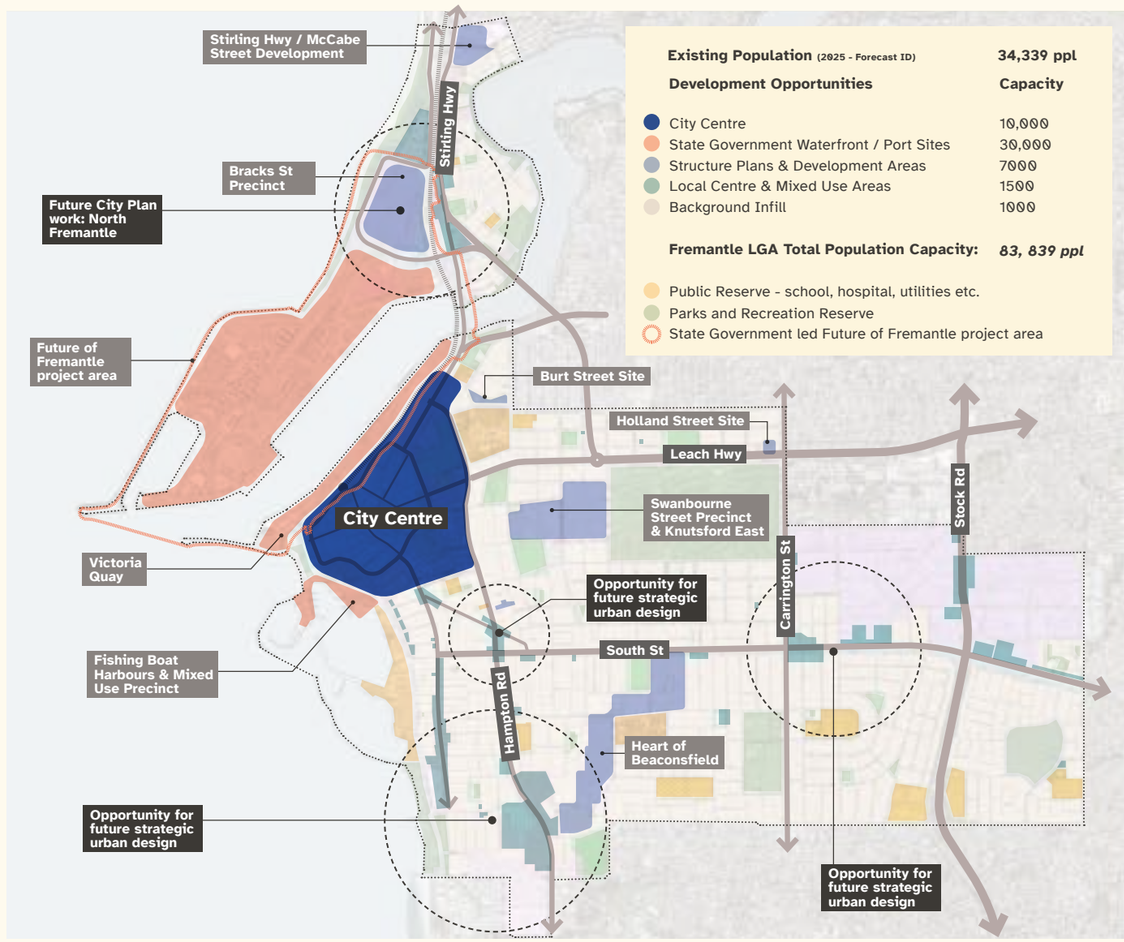
The City Centre is a central focus for growth and investment within the broader Fremantle Local Government Area.

This map highlights areas of change and transformation, identifying long-term population growth capacity and key nodes requiring strategic urban design through the City Plan process. A core objective of this work is to ensure sustainable, targeted development by focusing density of housing where it is most effective: in areas with high amenity, close to jobs and transport.

In recent decades, Fremantle's population has grown significantly, primarily through suburban infill in Knutsford, White Gum Valley, and Beaconsfield. While this trend continues, the City Centre and other key nodes remain underutilised due to a preference for easily achievable lower density living. However, the suburbs are reaching their capacity for growth, with further development risking the loss of existing heritage and character.

The City Plan promotes well-planned, intelligent mixed-use infill in areas with strong access to amenities, employment, and public transport. The City Centre is the most suitable location for higher-density, mixed-use development, complemented by Development Areas and Structure Plan sites that require careful integration.

Future City Plan work will support sustainable planning around key nodes, such as work currently underway in North Fremantle.



The Brief

Area and scope

Setting a bold and expansive area of influence.

Broadly, the City Plan area aligns with the 'Central City Zone' as defined in the Metropolitan Region Scheme (MRS), a state-level planning instrument managed by the Western Australian Planning Commission (WAPC). This area has been expanded to include key adjacent land uses, such as Fremantle Oval, the Fishing Boat Harbour, and Victoria Quay.

The extent roughly corresponds to a 15-minute walk from Fremantle Train Station at the centre. The City Plan aims to broaden the perception of Fremantle's City Centre beyond the West End, reinforcing it as a diverse and extensive mixed-use zone with a range of destinations, amenities, and a blend of commercial and residential uses throughout.

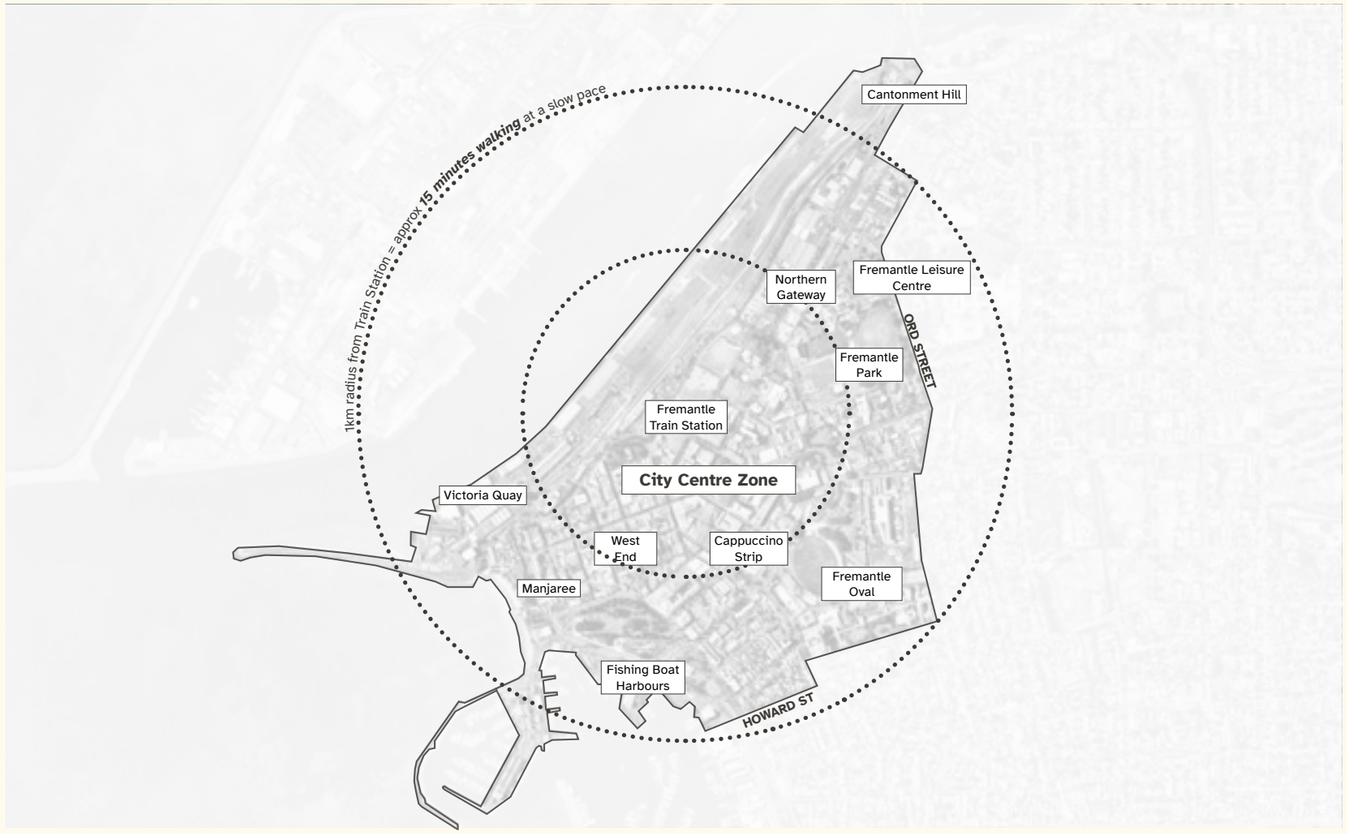
200 hectares

3000 residents *1.*

11,000 workers *2.*

9,600 students *3.*

3.2mil visitors p/a *4.*



All figures are specific to the City Plan study area:

1. Estimated residential population (2025): Projected from the 2021 Census, which recorded 2,647 residents.

2. Local workforce: Number of workers based on 2021 Census data.

3. Student population: Estimated from enrolments in schools, TAFE, and university institutions.

4. Visitor numbers (2023/24): Sourced from ID Community – Economic Profile; includes international visitor nights, domestic visitor nights, and domestic day trips.

The Brief

Engage a diverse audience

Community engagement has been integral to the City Plan and will continue to shape its evolution.

We have engaged a diverse audience—including individuals of all ages, families, schools, built envrionment experts, universities and various key institutions at different government levels—to ensure the plan reflects a collective vision. This inclusive approach aims to create a plan that resonates with the entire community and serves as an effective advocacy tool.

Targeted engagement efforts through the project have included:

- General Public: Collected feedback via an online survey and interactive map on the My Say page.
- Elected Members: Conducted workshops and formed a formal project working group.
- Students: Hosted workshops with university groups, Changemakers programs, and collaborated with the Studio School in Fremantle.
- City Thinkers: Engaged local built environment professionals—including Traditional Owners, architects, landscape architects, planners, and developers—through a series of workshops.
- Roundtable Discussions: Organised expert reviews of draft strategies focusing on urban greening, sustainability, transport, urban development and affordable housing.
- What-if Event and Exhibition: A public event was held on 20 June 2025 at PS Art Space, featuring presentations by architects and designers showcasing speculative proposals for Fremantle. The exhibition remained on display for two weeks at Walyalup Koort.

City Plan - Phase 1 Engagagement with Changemakers group

Part 1: Why

Why

Why are we doing the City Plan?

There are many reasons why long-term strategic planning and visioning are necessary.

Effective city-making is not just about reacting to immediate pressures but about setting a clear direction and framework that influences and interacts with more immediate and iterative, community-driven priorities as they arise.

Many of the world's most liveable cities have successfully used strategic planning to shift direction, unite behind a vision, and create a better future. One of the best examples is Postcode 3000, launched by the City of Melbourne in the 1990s under urban designer Rob Adams. Over more than 30 years, this initiative has profoundly shaped Melbourne's urban landscape, demonstrating that well-conceived plans have lasting, transformative effects.

As an iterative, long-term process, strategic urban design relies on a clear, future-focused vision to shape vibrant, sustainable places over time.

The following pages explain a series of key points that provide the impetus for the City Plan.

1. Respond to our Strategic Community Plan

2. Build on past work

3. Unlock obvious potential

4. Respond to strategic shifts

5. Protect & activate heritage

6. Support our culture

7. Respond to community needs

8. Create a 7-day economy

Why

Respond to our Strategic Community Plan

The Strategic Community Plan (SCP), finalised as the City Plan was beginning to take shape, strongly reinforces the need to invest in the growth and activation of Fremantle's City Centre.

This emphasis appears across multiple priorities in the SCP, including:

- Encouraging sustainable population growth in the City Centre (Liveable City)
- Advocating for transport networks that reduce the need for cars in the City Centre (Liveable City)
- Investing in urban development to support more people living and working in the heart of Fremantle (Thriving City)
- Building a resilient, seven-day economy that extends beyond the weekend peak (Thriving City)
- Activating the City Centre through a diverse and inclusive program of events (Thriving City)
- Enabling the coexistence of residents, workers, and visitors to create a vibrant and desirable urban environment

As the City Plan took shape, we chose to structure our key moves and principles around the five Strategic Community Plan pillars. These principles were informed by community engagement, internal analysis, and expert input on what is most needed to support a thriving City Centre.

Creative City

Artists and creatives are at the heart of what makes Walyalup Fremantle unique. But to truly reflect this identity, we must elevate opportunities for First Nations people, protect and activate heritage, and support inclusive arts and cultural programming. This includes creating accessible, community-led creative spaces and ensuring culture remains visible and celebrated throughout the City Centre.

Thriving City

This plan suggests the potential to grow the City Centre population to 10,000 residents and create space for 10,000 additional jobs—a goal that will go a long way to supporting a thriving and vibrant City Centre economy. This will require attracting private investment, unlocking the potential of City-owned land, and advocating for development on key, underused, or complex sites—including the waterfront.

Resilient City

Fremantle can be a leader in embedding nature in the city. Greener streets and buildings, more trees, and better support for biodiversity can improve comfort, liveability, and resilience to climate change. Green infrastructure should be integrated into both public spaces and private development.

Inclusive City

Fremantle must stay open and affordable. If workers can't live nearby, the City Centre risks becoming exclusive and overly touristic. This plan focuses on unlocking housing diversity—including both social and affordable options—to ensure people can live close to where they work and contribute.

Liveable City

As Fremantle grows, quality infrastructure and public spaces are vital—preserving heritage, reimagining streets, upgrading schools, and improving transport with safer walking, cycling, and better public transit.

Why

Build on past work

A decade ago, the City introduced the “Freo 2029: Transformational Moves” document, advocating for a series of projects to reinvigorate the City Centre.

In developing the City Plan: City Centre, this foundational work has been reviewed with the aim of building on its vision rather than proposing entirely new directions. Transformational Moves has been a valuable document for the City, providing a clear sense of direction, highlighting the potential of the City Centre, and directly influencing key outcomes such as the development of the Walyalup Civic Centre. Despite these successes, many of the ‘moves’ it proposed have yet to be fully realised. Some are ongoing, while others have faced unexpected challenges.

Below is an assessment of the progress on each transformational move:

City Centre

The revitalisation of Walyalup Koort (Kings Square) has been a significant achievement, establishing a vibrant heart within the city. However, considerable potential still remains. Several private development sites, such as Fremantle Malls, the Spicer Site, and properties along Queen, Adelaide, and Cantonment Streets, have stalled. Additionally, enhancing the connection to the train station presents a clear opportunity for further development.

Waterfront

Waterfront activation, particularly at Victoria Quay and the Fishing Boat Harbour, has seen some progress. The development of Gage Roads as a lively waterfront destination is a great success. Yet, connections between the city and the waterfront, such as the proposed Norfolk Street extension and Cliff Street upgrades, remain unrealised.

Network City

Improvements in connectivity to and within the city have been minimal. Many proposed initiatives are still relevant but remain works in progress. We are exploring localised road network changes to enhance pedestrian and cyclist movements through interventions such as one-way streets and modal filters.

Northern Gateway

The forthcoming completion of the Swan River Crossings project, including the new extradosed bridge, marks a significant development. This infrastructure is expected to catalyse future opportunities in the precinct, aligning with the visions outlined in Transformational Moves.

Fremantle Oval Precinct

The Fremantle Oval Masterplan and Business Case are still under development, with ongoing efforts to secure funding. The Stan Reilly site—originally proposed for affordable housing in Transformational Moves—is now being developed as the location of a new Fremantle District Police Complex, funded by the State Government.

Freo 2029: Transformational Moves, City of Fremantle

Why

Unlock obvious potential

Many sites in Fremantle have remained vacant, neglected, or underutilised for years.

The City Plan seeks to drive change while addressing the challenges that have hindered their development:

- Land Banking: Developers may hold land, anticipating future value increases without immediate plans for development.
- Government Inaction: Delays or lack of action from state authorities can stall projects.
- Complex Ownership Structures: Properties with multiple owners or complex strata arrangements require extensive negotiation.
- Contamination Issues: Sites with environmental contamination require costly remediation before development can proceed.
- Aging Infrastructure: Deteriorated or unknown underground utilities require upgrades, complicating development.
- Infrastructure Coordination: Securing approvals and coordinating with agencies like Western Power for upgrades can delay timelines.
- Post-COVID Challenges: The pandemic caused labor and material shortages, raising costs and extending schedules.
- Planning Constraints: Proximity to the port imposes restrictions, such as the Fremantle Port Buffer Area Development Guidelines, limiting residential development near the port.

The City is committed to activating these sites wherever possible, encouraging investment in Fremantle's City Centre.

Why

Respond to strategic shifts

The City Plan aims to respond to, advocate for, and influence strategic priorities and shifts in state government agenda where possible.

A key example with lasting significance for Fremantle is the proposal to relocate and redevelop the port, as outlined in the recently released Future of Fremantle Place and Economic Vision document.

Led by the WA Planning Commission, the City contributed to this work through a series of stakeholder engagement workshops and visioning exercises. It advocated in particular for how development on the Port lands should integrate with and connect to the historic City Centre as a priority. While the timing of the port's relocation remains uncertain, it is unlikely to commence for at least 20 years. This broadly aligns with the City of Fremantle's City Plan: City Centre, which focuses on guiding development in the 20-year period leading up to the port's eventual relocation.

One of our goals is to unlock development and opportunities within the Fremantle City Centre before any redevelopment of Fremantle Port takes place. When that redevelopment eventually occurs, the aim is for the City Centre to be seen as a global benchmark for sustainable, liveable, and vibrant urbanism—a model to connect with and reference in planning for the North Port.

Future of Fremantle Place and Economic Vision, WAPC

Why

Protect & activate heritage

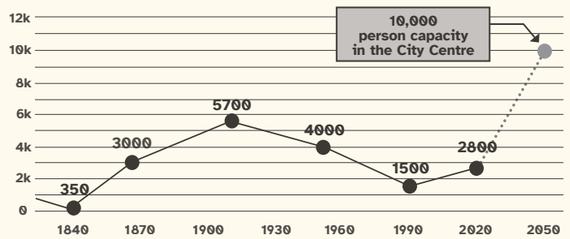
A key motivator for the City Plan is integrating and preserving heritage, protecting, activating, and retrofitting it within new development opportunities in the City Centre.

Our approach is "back to the future"—reviving the vibrancy of the city before suburban, car-oriented development took over, leaving Fremantle more monocultural and dominated by cars, car parks, and a tourist-driven economy rather than a mixed-use one.

Research shows the City Centre has gone through cycles of growth and decline since colonisation, with the Gold Rush being a transformative period that shaped much of the West End. At that time, the City Centre had more than double the density of 2020, with households averaging five people per dwelling compared to two today.

Achieving the growth envisioned in the City Plan would require a significant societal shift similar to that realised through the Gold Rush.

Fremantle City Centre, population growth over time



High Street Mall looking west, 1915

Why

Support culture & identity

The City Plan is driven by a commitment to protect and strengthen Fremantle's unique culture and identity.

This includes honoring more than 50,000 years of Whadjuk Noongar heritage in Walyalup Fremantle, which continues to shape the area today, alongside the vibrant arts and community culture that define the city's character.

Fremantle has long thrived by fostering creativity and attracting people seeking a unique way of life. Its ability to remain eclectic, even through gentrification, is its greatest strength. The city's contrasts—mixing diverse cultures like Whadjuk Noongar, Sicilian, Portuguese, Irish, and others—foster creativity and connection.

Fremantle's greatest asset is its organic growth. We should embrace its evolution, stay connected to its past, and allow it to shape its future, telling all the stories that make it unique.

Wardarnji Festival 2024

Why

Respond to community needs

Many of the priorities in the City Plan reflect specific needs voiced by the community.

Housing Affordability

Over the past decade, the suburb of Fremantle's median house price has surged from about $700,000 in 2013 to roughly $1,200,000 in 2023—a 70% increase (Realestate.com.au, Fremantle Profile). In contrast, Perth's prices rose about 50% and the national median by roughly 60%, highlighting growing affordability challenges.

Urban Greening

Fremantle City Centre has just 7% tree canopy cover (City Plan: Baseline Mapping Report). Community debates—such as those over the historic fig tree on High Street—underscore a strong desire to protect and enhance our natural assets.

Transport

Fremantle City Centre is inherently walkable thanks to its fine-grain urban structure, but regional public transport connections—particularly to the south and east—are limited. Census journey-to-work data shows that over 80% of residents depend on private vehicles. To support a sustainable and liveable mixed-use city, it's essential to improve public transport efficiency and encourage greater uptake of both public and active transport.

Family friendly event at Walyalup Koort

Why

Create a 7-day economy

Attracting more residents, businesses, and visitors will stimulate economic growth and enhance overall urban vibrancy, not just on weekends, but throughout the week, from daytime into the evening.

Building on the success of the “THIS IS FREMANTLE” marketing campaign, which effectively showcased the city’s unique attractions to tourists, we aim to extend this strategy to attract broader private investment in Fremantle. By leveraging the established brand, Fremantle can position itself not only as a premier tourist destination, but also as an ideal location for living, business development, education, and sustainable industries—attracting a diverse demographic of people to live, work, and play in Fremantle.

‘This is Fremantle’ marketing campaign

Part 2: What

What

What we learned

Since May 2024, the City Plan engagement process has involved more than 3,000 people through workshops, online surveys, interactive maps, and public exhibitions.

Phase 1 Engagement (mid 2024) - Through our online survey and in-person workshops, we gathered feedback on a range of complex—and at times competing—themes, including transformation, built form, height and scale, city living, movement, sustainability, events, and character. We received 250 contributions via workshops and the My Say platform. The community shared the following key priorities:

- **Prioritised transformation:** Careful change to many City Centre areas, with a focus on Victoria Quay, Cantonment Street, and the Northern Gateway as high priorities.
- **Heritage conservation:** Preservation of the West End and parts of the Walyalup Koort surrounding heritage fabric.
- **Housing accessibility:** Many people aspire to call Fremantle home but are unable to. More housing is needed, with diverse and affordable options to meet demand.
- **Improved transport:** A better transport system is essential, as the vast majority of trips to and from the City Centre rely on private vehicles.
- **Cultural identity:** Protecting Fremantle's unique "vibe" is critical to maintaining its distinct character.
- **Urban greening:** There is a pressing need to significantly increase greenery across the city. particularly the City Centre.

Phase 2 Engagement (mid 2025) - We used the above key priorities, along with the Strategic Community Plan (SCP), to develop a series of design principles that shaped the Draft City Plan. The draft was made available to the public through exhibition events and online. During this period, we received an additional 41 submissions, with 84% of respondents indicating they were supportive or somewhat supportive of the Draft City Plan. These comments have been incorporated into this final version of the Plan where appropriate.

City Plan - Phase 1 Engagement at Studio School

What

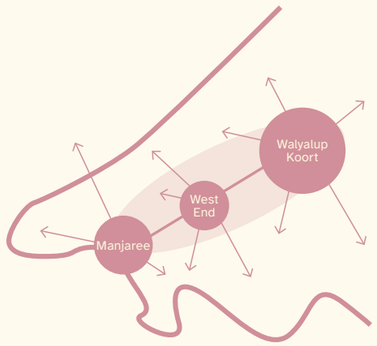
Key principles

Early community engagement has shaped the following key spatial principles.

Building on the engagement through the City Plan and feedback from the community via the Strategic Community Plan, we've developed five key principles aligned with each of its pillars.

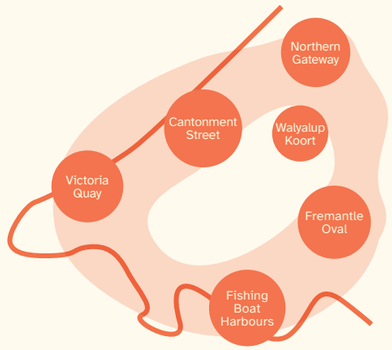
These pillars reflect community input on broader priorities for transformation and development in different parts of the city, heritage conservation, activation and retrofit, increasing the provision of affordable housing, and improving transport, walkability, accessibility, and access to urban nature and greening. In the following diagrams, we have highlighted spatial strategies that align with each of the different pillars and inform a variety of actions that will be explored as a result of the City Plan.

The next section of this report outlines how these strategies manifest spatially across the city, highlighting key priorities, successful case studies, and a speculative image that visualises what the future of Fremantle City Centre could look like when the vision is realised.



Creative City

Grow from the heart

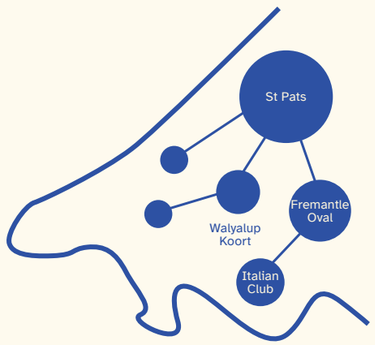


Thriving City

Activate the edges

Resilient City

A network of open space



Inclusive City

Clusters of affordability

Liveable City

A walkable core with connections to and along the waterfront

What

To shape a vision for the future

A mixed-use City Centre, reignited by high-density living with a lifestyle and amenity offering that is unmatched in Australia.

Artist impression of Fremantle c. 2050

- Developments under construction
- Current development application
- Interpretation of future development

What

Creative City

Grow from the heart—in a way that's sensitive to our culture and heritage.

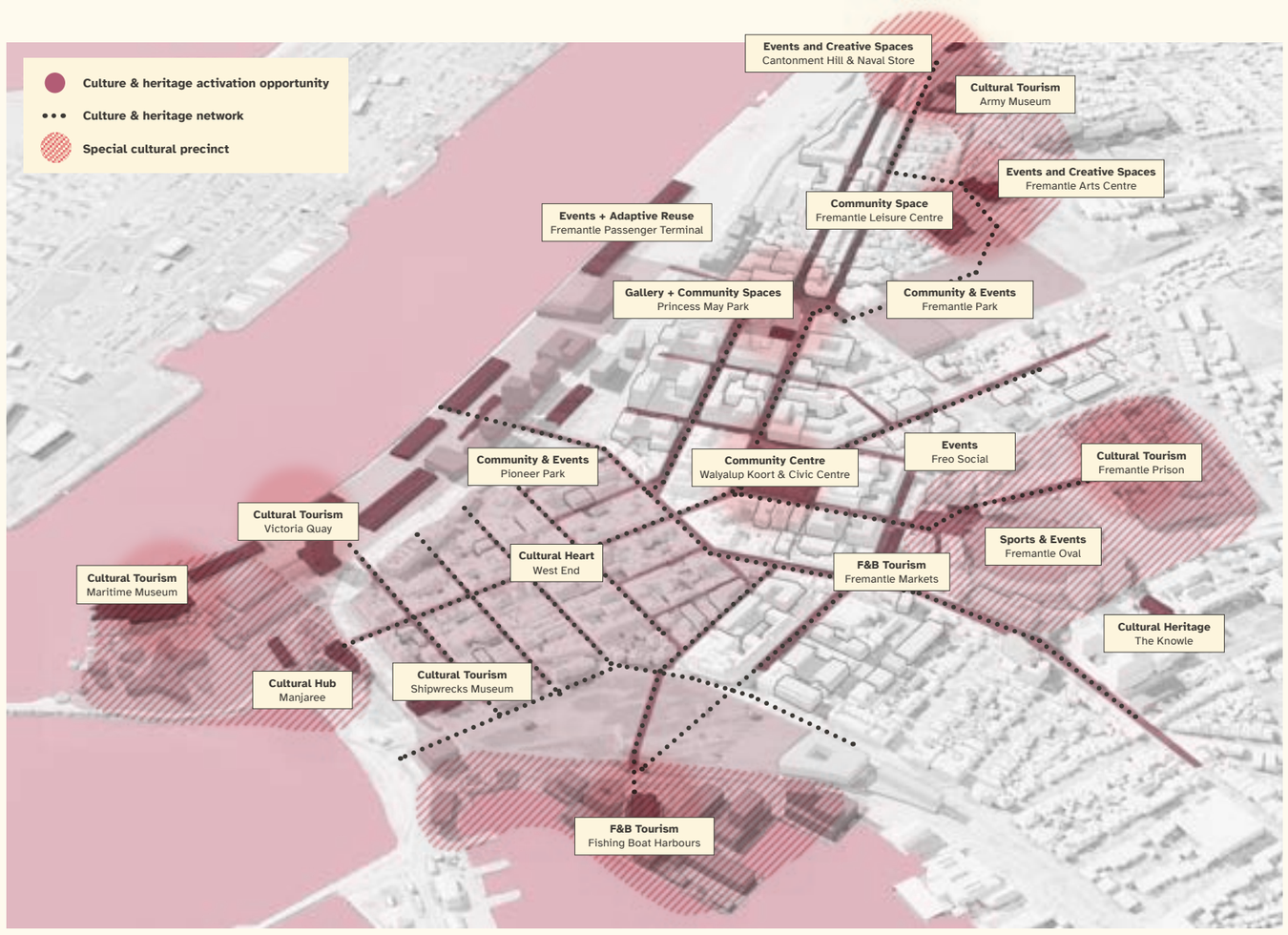
What

Creative City Spatial strategy

Fremantle's strength lies in its culture and heritage, encompassing both First Nations and colonial history, alongside its creative diversity.

Future development must respect and respond to this cultural context, protecting, connecting, and expanding upon the elements that are working well in Fremantle today. Key sites, such as First Nations heritage locations (Manjaree, the Derbarl Yerrigan), colonial heritage sites (the entire West End), and the historic City Centre of Walyalup Koort Kings Square, should form the anchor for future physical and cultural connections. These places are the heart of the city, and we propose that they remain vibrant centres of gravity into the future.

The same applies to cultural events, gatherings, and performances. One of Fremantle's strengths is the integration of its cultural network throughout the city—this should be preserved and promoted as a unique asset.



What

Creative City Priorities

First Nations first

Walyalup/Fremantle holds deep cultural significance for the Whadjuk Noongar people, serving as a place of connection and gathering around key sites like Manjaree/ Bathers Beach and Dwert Wirrunup/ Cantonment Hill.

2029 marks 200 years since colonisation, a significant milestone that will drive the promotion of First Nations Acknowledgement, recognition, and respect.

Protect our heritage

Fremantle's heritage is one of its many obvious assets.

Protecting our existing heritage areas and places is a major priority, and we will seek opportunities to consolidate these protections and expand heritage area planning to include additional parts of the City Centre. This will ensure that any future development is contextual and sensitive to the character and heritage of the city.

Distributed Events

Fremantle thrives on diverse arts, culture and events, a vital expression of both the community and the creative industries. We aim to nurture and expand programming for audiences of all levels of interest and knowledge across the City Centre.

We will advocate for and encourage arts and cultural programming throughout the City rather than consolidating events into a single multi-purpose venue. This responds to our unique identity and ensures creativity continues to be embedded in our city's fabric.

Space for creatives

We acknowledge the ongoing challenge of securing fit-for-purpose creative spaces. We will continue to invest in cultural infrastructure across City-managed buildings, including Fremantle Arts Centre, Moores Building Art Space and Manjaree. We'll also advocate for new and retained creative spaces in the City Centre and ensure the creative community's voice is included in relevant planning and reference groups. Important venues like PSAS, Old Customs House and the Naval Store are essential hubs that must be supported.

Left to right:
Welcome to Country & smoking ceremony at Walyalup Koort
High Street, Fremantle's West End
Jazz in the courtyard at Fremantle Arts Centre
Nina Jupiter and Will Ek Uvelius of Vessel Contemporary at the Naval Store

What

Creative City Actions

First Nations first

- Deliver the Kaarl Boyak Naariny artwork at Walyalup Koort by Simon Gilby and Sharyn Egan.
- Implement CoF internal Whadjuk Noongar engagement protocol guidelines.
- Explore opportunities to support First Nations artists through the Public Art Strategy.
- Explore Fremantle's potential role in the broader 2029 Bicentenary celebrations and reconciliation efforts.

Protect our heritage

- Investigate opportunities to expand heritage area policy protections across different areas within the City Centre.
- Ensure heritage-sensitive development outcomes through DAC and heritage reviews as part of Development Assessment process.

Distributed Events

- Continue high-quality events and arts programming at Walyalup Koort, Fremantle Arts Centre, and throughout the City Centre.
- Strengthen partnerships to support and expand arts and creative programming across the City Centre.
- Encourage the wider distribution of privately run creative events throughout the City Centre.

Space for creatives

- Enhance and expand fit-for-purpose cultural infrastructure.
- Support sustainable investment in artists' and creatives' careers.
- Ensure safe and inclusive environments across the City's arts and culture services.

Left to right:
Welcome to Country & smoking ceremony at Walyalup Koort
Market Street, Fremantle's West End
Jazz in the courtyard at Fremantle Arts Centre
Nina Jupiter and Will Ek Uvelius of Vessel Contemporary at the Naval Store

What

Creative City

Case study

Fremantle Biennale: A cultural program that enlivens the entire City Centre with diverse arts and cultural events.

The Fremantle Biennale is a dynamic arts event held every two years, showcasing contemporary art in public spaces across Fremantle. Local, national, and international artists create site-specific works that engage with the city's heritage, landscapes, and communities. The event spans a diverse range of artistic disciplines, including visual art, performance, installation, and interactive experiences.

Attracting thousands of visitors, the Biennale significantly boosts Fremantle's cultural profile and economy. By activating spaces from historic buildings to public parks, it encourages exploration and fosters a deeper connection to the city's rich cultural heritage.

The Fremantle Biennale excels in engaging diverse audiences, many of whom may not typically visit traditional art venues. It transforms the city into a living gallery, accessible to all, demonstrating how art can activate spaces and strengthen connections between the city, its heritage, and its people.

A highlight of the most recent Biennale was the Moombaki lighting installation, which brings Whadjuk Noongar culture to a broad audience. This stunning display, created by a fleet of illuminated drones, tells a traditional Whadjuk Noongar creation story, blending ancestral knowledge with modern technology and offering a powerful cultural experience.

Image: *A scene from the 2021 Fremantle Biennale's drone light show Moombaki (2021). Photo: Duncan Wright*

What

Creative City Opportunity

Fremantle Train Station

The train station forecourt is a key area within the City Centre with significant potential for public realm improvements. While it must primarily support efficient transport, it also offers the opportunity to create a shared public space where vehicles are slowed and pedestrians are prioritised. We could even envision this space being closed, to be used for major events and gatherings, as has historically occurred in front of the station. This opportunity focuses on reactivating our heritage landmarks, like the train station, and exploring ways to better connect them to the city's cultural and heritage heart at Walyalup Koort and the West End.

One of our key advocacy points for the future of the train station is the opportunity to realign bus routes, allowing them to enter the bus interchange via Queen Street primarily. This would free up space and create a larger, more connected public realm linking the train station more clearly to Market Street and the West End.

A key advocacy position is to enhance Pioneer Park and retrofit or replace the Spare Parts Puppet Theatre with a multifunctional community and cultural space near the train station.

Artist impression

What

Thriving City

Activate precincts at the edges to densify the city and attract more residents, businesses, and tourists.

What

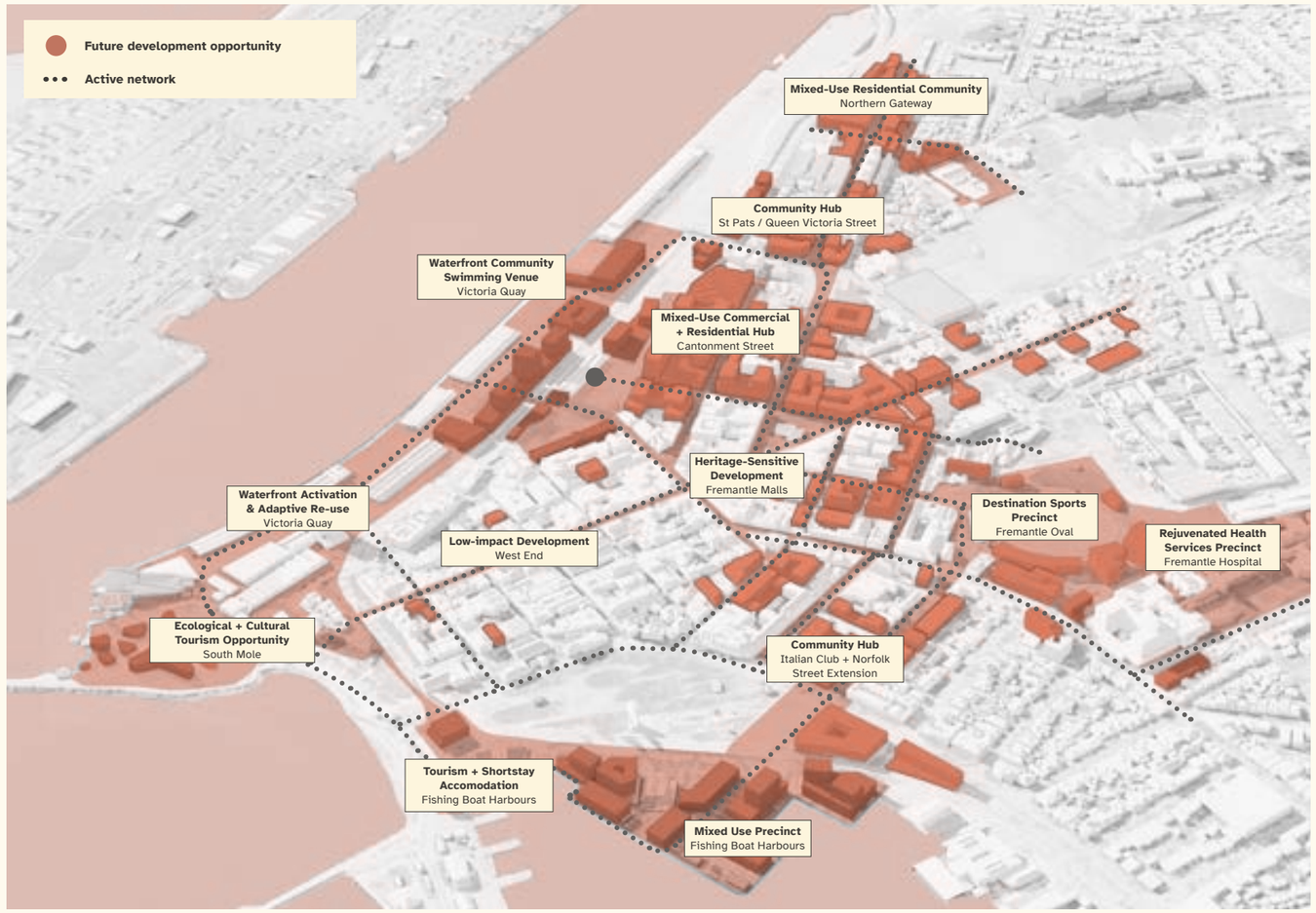
Thriving City
Spatial strategy

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

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

The majority of this transformational potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre.

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



What

Thriving City Priorities

Attract private investment

Attracting private investment into Fremantle City Centre is crucial to realise high-quality mixed-use residential development. Most of the development sites outlined in the City Plan are privately owned and will require private investment. A key example of this is the Cantonment Street area, where several key development sites are being gradually realised by different developer proponents. Our role is to coordinate these projects, organise infrastructure investment and promote sustainable development in the City Centre.

Lead in our own projects

We are committed to leading by example with key government-owned development opportunities in the City Centre. A prime example is the Fremantle Oval Masterplan, which aims to revitalise the precinct for the Fremantle Dockers Women's team and South Fremantle Football Club, while also delivering 200 social and affordable homes. Other City Centre opportunities include the redevelopment of the Italian Club and potential long-term development above the Fremantle Leisure Centre car park.

Activate the waterfront

We are a key stakeholder in Victoria Quay and the Fishing Boat Harbours, and we are committed to supporting their transformation into world-class entertainment, tourism, and maritime business mixed-use precincts. With State Government policies driving development, there are significant opportunities to activate these areas, creating more attractive and accessible spaces for visitors, the community, and businesses.

Unlock tricky sites

Many sites in Fremantle have remained vacant, neglected, or underutilised for years. Factors such as land banking, complex strata ownership structures or contamination often create barriers to redevelopment. Where possible, the City is committed to facilitating opportunities to activate these sites, showcasing their potential and encouraging investment in Fremantle's City Centre.

Left to right:
Fremantle mixed-use development illustration
Fremantle Oval Masterplan
International Street Art Festival, Victoria Quay, image: Max Kordyl
Fremantle Malls, William Street

What

Thriving City Actions

Attract private investment

- Review Planning Scheme and Activity Centre Plan to better support and attract City Centre housing.
- Advocate for eight-storey development in key priority development areas.
- Support zero-parking developments to promote affordable, transit-oriented housing.
- Investigate opportunities to leverage private investment to support streetscape renewal.

Lead in our own projects

- Finalise the business case and feasibility planning for the Fremantle Oval Masterplan incl. housing development opportunity.
- Advance feasibility planning for the Italian Club site redevelopment incl. mixed-use development & multi-storey car park opportunity.
- Explore development opportunities in other City-owned sites, for example car parks, including the Fremantle Leisure Centre car park.

Activate the waterfront

- Collaborate with VQ stakeholders to activate underutilised historic sheds for commercial, creative, and tourism uses.
- Align waterfront wayfinding between City and State to create a seamless Fremantle visitor experience.
- Improve waterfront access across the rail line at Cliff Street, Fremantle Station, Norfolk Street and Wardan Lane.
- Deliver cohesive waterfront access that promotes walking and cycling.

Unlock tricky sites

- Invest in streetscape upgrades, infrastructure improvements, placemaking, and temporary activations around challenging development sites, such as Collie Street, to help improve their viability.
- Highlight opportunity of under-utilised development sites in strategic planning work like this City Plan, for example the proposal by Simon Pendal Architects for the Fremantle Malls as part of the 'What-if' project series.

Left to right:
Fremantle mixed-use development illustration
Fremantle Oval Masterplan
International Street Art Festival, Victoria Quay, image: Max Kordyl
Fremantle Malls, William Street

What

Thriving City
Case study

Little Lane: A prototype for realising high-density residential development in the City Centre.

The Little Lane project, developed by Parc Developments (formerly part of Yolk Property) is a unique success story in Fremantle's City Centre, delivering a diverse range of 70 apartments to the heart of Fremantle. The development, constructed during COVID, was effectively delivered in spite of the challenges of a constrained site, difficult access, high labour costs and material shortages. It set a new standard for the potential of residential development in the heart of Fremantle.

It was designed to fit within the urban fabric of Fremantle, in both materiality choice and design, and to address historic social challenges associated with the original site.

The developer's commitment to activate the associated laneway and surrounding fabric is evident. However, the project highlights ongoing issues with traditional approaches to ground floor activation. At present, retail supply exceeds demand throughout the City Centre, especially beyond Walyalup Koort and the West End. As surrounding population grows over time, the available retail space is likely to be taken up incrementally.

Through the City Plan, we are working through our planning protocols, to offer alternatives for future developments, including more residential living on the ground floor, shop studios and other creative options that will extend more vibrancy to the ground floor. This would reduce vacant retail space, enhance safety, and contribute to a more vibrant, 24-hour City Centre.

Image: *View of Westgate Mall at the groundfloor of Little Lane. Photo: Jack Lovel*

What

Thriving City Opportunity

William Street

William Street is a key connection between Walyalup Koort and the future Fremantle Oval development precinct. Building on the council-endorsed masterplan for the greater Walyalup Koort area, this illustration highlights its potential as an extended shared zone. It proposes one-way vehicle traffic extending towards Parry Street, shared pedestrian and cyclist movement in both directions, opportunities for additional street tree planting and greening, and significant development potential on the western side, including the aging Fremantle Malls site and the Spicer Site.

This image envisions a “Thriving City”—a denser, more vibrant City Centre where new residents, businesses, and tourists coexist in a dynamic mixed-use urban ecosystem.

Artist impression

What

Resilient City

A network of open spaces and greening to enhance urban nature.

What

Resilient City
Spatial strategy

Access to open space and nature is vital for a growing city. The City Plan promotes the enhancement of existing spaces, creation of new areas, and improvement of landscape connections between them.

The City Centre's open space is primarily concentrated around the edges of the historic core, with key sites including Esplanade Reserve, Fremantle Oval, Fremantle Park, and Manjaree Bathers Beach. Similarly, locations like Fremantle Train Station, Victoria Quay, and the Fishing Boat Harbour's offer opportunities for enhanced public space but currently suffer from a fragmented, car-dominated character.

This spatial diagram proposes increasing and improving green infrastructure in these key sites, as well as the streets that connect them, such as Parry Street, Norfolk Street, Cliff Street, Phillimore Street and Beach Street. Greening throughout the city edges will form a cohesive green ring around the historic core and provide vital access to open space and nature.

Beyond large open spaces, there are also opportunities for targeted greening, including courtyard spaces within blocks and on-structure greening integrated into future developments. Given the challenges of City Centre greening—such as below-ground infrastructure and microclimatic conditions—this approach prioritises strategic, site-specific interventions where greening can have the greatest impact.

What

Resilient City Priorities

A network of open space

Open spaces surroundw many parts of the City Centre, forming an interconnected network which serves as the city's lungs and provides essential recreational areas for a growing residential population.

This network also presents opportunities to support emerging decentralised infrastructure—such as community batteries, solar power, and EV charging stations—to help generate, store, and distribute renewable energy locally.

Green, healthy streets

We are committed to greening City Centre streets wherever possible, aiming to significantly increase the current 7% canopy coverage and create a cooler, more vibrant, and sustainable urban environment.

Focused greening

Promoting focused greening is essential for a sustainable and vibrant City Centre. Strategic streetscape greening, such as modal filters, creates planting opportunities while enhancing walkability. Similarly, internal landscaped courtyards and on-structure greening in new developments provide vital green relief, improving urban cooling, biodiversity, and liveability in high-density areas.

Coastal adaptation

Existing sea level rise and inundation mapping highlights significant long-term risks to key areas of Fremantle, including the Fishing Boat Harbour, Esplanade Reserve, and West End. Given Fremantle's unique geology and groundwater challenges, we will explore adaptive, long-term solutions beyond conventional engineering defences.

Left to right:
Princess May Reserve
Elders Wool Stores Proposal by Human Urban
Courtyard greening at Emily Taylor restaurant
Sea level rise & inundation mapping, City Plan Baseline Mapping Report

What

Resilient City Actions

A network of open space

- Advocate for greening and public realm improvements around Fremantle Train Station.
- Advance planning for Fremantle Park and Princess May Park to support greening and enhanced community recreation.
- Plan for Esplanade Reserve upgrades, including the removal of the surface car park near Norfolk Street Extension.
- Support additional tree planting to replace significant trees nearing the end of their lifespan.

Green, healthy streets

- Allocate adequate space for street trees to support drainage and tree health.
- Update tree planting guidelines to prioritise endemic and context-specific species.
- Renew key City Centre streetscapes—West End, Walyalup Koort, William, Queen, Adelaide, and Cantonment Street—to boost tree cover.
- Invest in Water Sensitive Urban Design (WSUD) infrastructure and permeable paving in suitable streets, such as Essex Street.

Focused greening

- Explore opportunities for modal filters in key City Centre locations to enhance urban greening and pedestrian prioritisation.
- Advocate for high-quality landscape design in all new developments, including on-structure and internal landscaping.
- Promote best-practice sustainability and Net-Zero planning in all developments.

Coastal adaptation

- Collaborate with the State Government on new CHAR mapping to support long-term coastal planning and adaptation.
- Explore special planning control zones for development areas at risk of inundation.
- Support State Government in waterfront masterplanning to ensure integration of coastal adaptation responses.
- Extend green networks into State-owned waterfront land to create a seamless connection between the City Centre, whilst responding to local microclimates.

Left to right:
Princess May Reserve
Elders Wool Stores Proposal by Human Urban
Courtyard greening at Emily Taylor restaurant
Sea level rise & inundation mapping, City Plan Baseline Mapping Report

What

Resilient City Case study

Bathers Beach and Manjaree: significant to Whadjuk Noongar people, vital habitat, community recreation space, and natural buffer against sea level rise and storm surges.

Manjaree and Bathers Beach hold significant cultural and ecological importance in Fremantle and play a vital role in the broader resilience network of the City Centre. Manjaree, traditionally a meeting place for the Whadjuk Noongar people, has been a gathering spot for thousands of years. Bathers Beach, adjacent to it, is one of Fremantle's oldest and most iconic coastal areas. Historically, it served as a site for local swimming and recreation, particularly with the recent addition of a shark net to protect swimmers.

Today, Bathers Beach and Manjaree represent an important piece of remnant natural vegetation in Fremantle's City Centre, offering valuable habitat for local wildlife. This area is vital not only for its ecological function but also for its role in coastal resilience. The vegetation acts as a natural buffer, providing protection against storm surges and the growing threat of sea level rise, an issue becoming increasingly critical as Fremantle's West End and City Centre continue to face climate impacts.

The City Plan envisions further integrating endemic planting along coastal edges and within urban streetscapes. This will foster a deeper connection between nature and human spaces, enhancing biodiversity and climate resilience in the heart of Fremantle.

Image: *View of Bathers Beach from Arthurs Head*

What

Resilient City Opportunity

Essex Street

Like nearby Collie and Norfolk Streets, Essex Street is an important pedestrian link through the City Centre to Esplanade Reserve and the waterfront beyond. All three streets require public realm upgrades to support this walkable connection. Essex Street, in particular, has strong potential for greening and water-sensitive urban design.

As one of the wider streets in the City Centre, and with 45-degree parking currently dominating the space, it offers unique opportunities. A major underground stormwater channel beneath the street carries runoff from around Fremantle Oval to the Fishing Boat Harbours—an infrastructure element that could potentially be daylighted within a planted water filtration landscape.

The image here envisions a greener, more naturalised Essex Street: retaining existing trees, introducing chicanes or modal filters to calm traffic, and using permeable paving to support tree health and manage stormwater locally.

Artist impression

What

Inclusive City

Clusters of affordability—integrated and well-connected across the city.

What

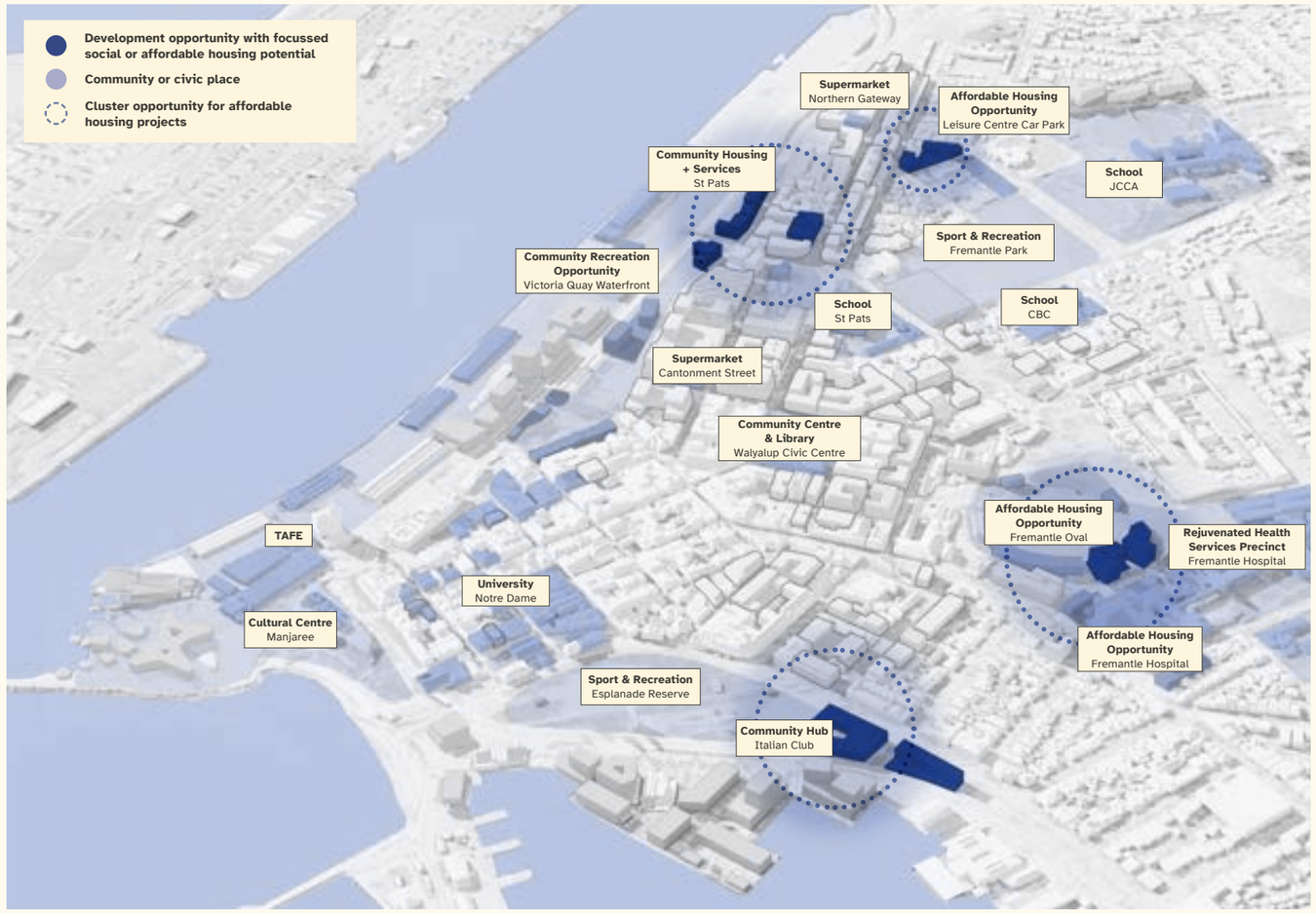
Inclusive City Spatial strategy

Affordability is a pressing issue in cities worldwide, and Fremantle is no exception. As part of our ambition to become an Inclusive City, we are exploring how local government can assist in addressing this complex, multi-layered challenge.

Over the past five years, Fremantle has experienced substantial growth in the housing market. As of February 2025, the median house price in Fremantle (the suburb) is $1,300,000, reflecting a 17.2% increase over the previous 12 months (realestate.com.au). While data for Fremantle's house prices five years ago is not readily available, this recent growth aligns with trends in Perth, where the median house price rose from $600,000 in late 2023 to $745,000 by December 2024, marking a 24.2% annual increase (majorvaluations.com.au). This rapid rise in property values exacerbates Fremantle's housing affordability challenges.

To address this, we propose a strategy to integrate affordable and social housing across the City Centre. We support a diverse range of housing types and models in all new developments across Fremantle. This diagram highlights areas with strong potential for clustered affordable or social housing near community services. These include future government-led redevelopment opportunities at Fremantle Oval, the Italian Club, the Fremantle Leisure Centre car park, and the area near St Pat's—one of the city's key community housing providers.

Our goal is to create diverse housing options for all, including crisis, social, affordable, student, supported living, built-to-rent, and market rental opportunities. By doing so, we can foster a more inclusive city that meets the needs of both existing and future residents.



What

Inclusive City Priorities

Respond to diverse housing needs

We support diverse housing needs in Fremantle through a mix of social, affordable, and market rental housing.

Social housing is government-owned and subsidised, while affordable housing ensures low- to moderate-income households can rent or buy affordably, typically costing no more than 30% of gross income for the bottom 40% of incomce earners (30/40 rule).

Improve recreation infrastructure

We are committed to enhancing Fremantle's recreational spaces through major investments, facility upgrades, and new infrastructure to support community needs, destination sporting events, and a growing City Centre population.

Enable social infrastructure

A well-functioning City Centre relies on strong social infrastructure to support its growing population. We advocate for the expansion and adaptation of education, healthcare, community services, and essential facilities to ensure accessibility, inclusivity, and long-term sustainability.

We will support ongoing investment in schools, universities, childcare, and community amenities to foster a resilient, vibrant, and liveable Fremantle.

Safe and supportive environments

A welcoming Fremantle depends on safe, inclusive, and well-designed spaces.

We prioritise community hubs, improved streetscapes, and active frontages to enhance safety, visibility, and social connection for all.

Left to right:
Stockdale Road apartments, Urban Fabric
Fremantle Leisure Centre
University of Notre Dame Australia School of Medicine, Fremantle
New shelter at Beach Street car park supporting Freo Soup Kitchen & Red Cross Soup Patrol

How

Inclusive City Actions

Respond to diverse housing needs

- Ensure at least 20% of homes in Government housing projects are social or affordable, in line with the WA Housing Strategy 2020–2030.
- Unlock social, affordable, and market rentals through City or State-led housing in the City Centre.
- Advocate and support a diverse mixture of housing supply in the City Centre, including crisis, social, affordable, aged care, student accommodation and other affordable co-living housing typologies.

Improve recreation infrastructure

- Plan for major investment in Fremantle Oval to support community recreation and destination sporting events.
- Enhance Fremantle Park with new lighting and upgraded facilities for better access and functionality.
- Conduct a feasibility study for upgrades to Fremantle Leisure Centre.
- Explore opportunities for new indoor recreational facilities to support Fremantle's growing City Centre population.

Enable social infrastructure

- Support the ongoing growth and adaptation of existing schools, universities, and TAFE.
- Advocate and support the provision of essential community infrastructure (e.g., supermarkets, childcare, schools) to support a growing City Centre population.

Safe and supportive environments

- Partner with local not-for-profits to develop dispersed community hubs.
- Invest in streetscape upgrades to enhance safety, visibility, and lighting.
- Encourage more ground-floor residential development to improve street-level activation and surveillance.

Left to right:
Stockdale Road apartments, Urban Fabric
Fremantle Leisure Centre
University of Notre Dame Australia School of Medicine, Fremantle
New shelter at Beach Street car park supporting Freo Soup Kitchen & Red Cross Soup Patrol

What

Inclusive City
Case study

St Pat's: A warm, safe and non-judgmental environment to access support.

St Patrick's Community Support Centre (St Pat's) in Fremantle is a leading organisation supporting individuals facing homelessness and social disadvantage. It offers a range of services, including accommodation, outreach programs, emergency relief, health and wellbeing support, financial and legal services, and advocacy—helping people regain independence and secure stable housing.

St Pat's also auspices Imagined Futures, an initiative focused on improving quality of life for individuals and families in the South West Metropolitan region. It works to drive social housing projects and provide long-term support to those experiencing homelessness.

Through its efforts, St Pat's plays a vital role in addressing Fremantle's housing affordability crisis, promoting a more inclusive city by providing essential housing solutions and support services for the community's most vulnerable members.

Image: *St Pat's Starlight Hotel Choir meets twice a week and is open to everyone in the community, providing social connection for people with lived experience of homelessness*

What

Inclusive City Opportunity

Cantonment Street

The Cantonment Street area is set to be a key development zone in Fremantle's City Centre over the next five years, with several sites recently granted planning approval. The area is expected to accommodate 1,000–2,000 new residents in the next 5–10 years.

To support this growth, public realm, urban amenities, and recreational infrastructure will require enhancement. This image highlights potential improvements near the Woolstores Development and Princess May Park, such as street tree planting, wider footpaths, raised crossings, shaded seating, informal park access, and a slower, pedestrian-friendly environment. The depicted people represent the diverse community the area aims to attract, fostering a mixed-use and vibrant space for all ages.

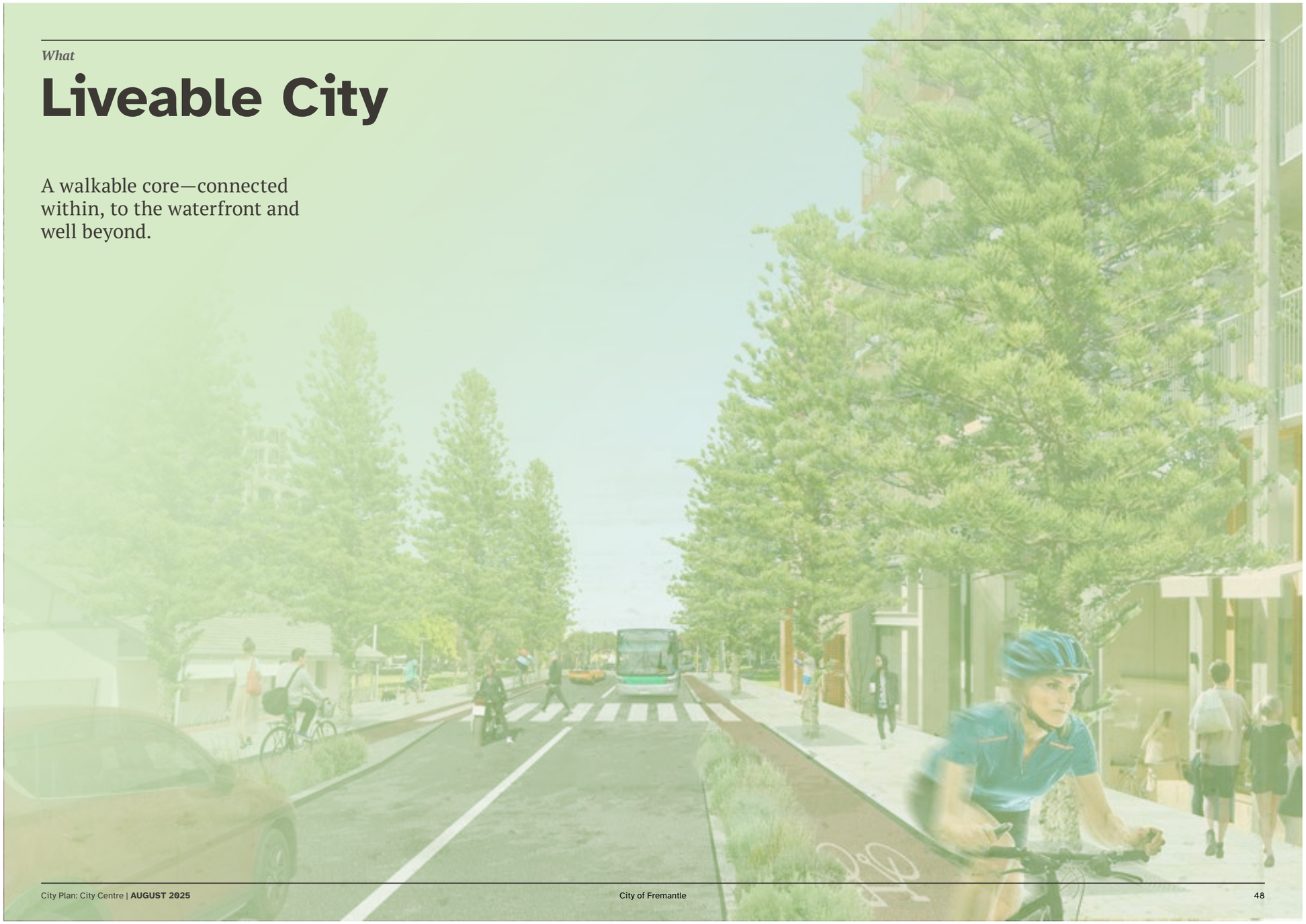
From an urban design perspective, the concept is simple and robust—promoting urban canopy, pedestrian priority, and safe, legible movement.

Artist impression

What

Liveable City

A walkable core—connected within, to the waterfront and well beyond.



What

Liveable City
Spatial strategy

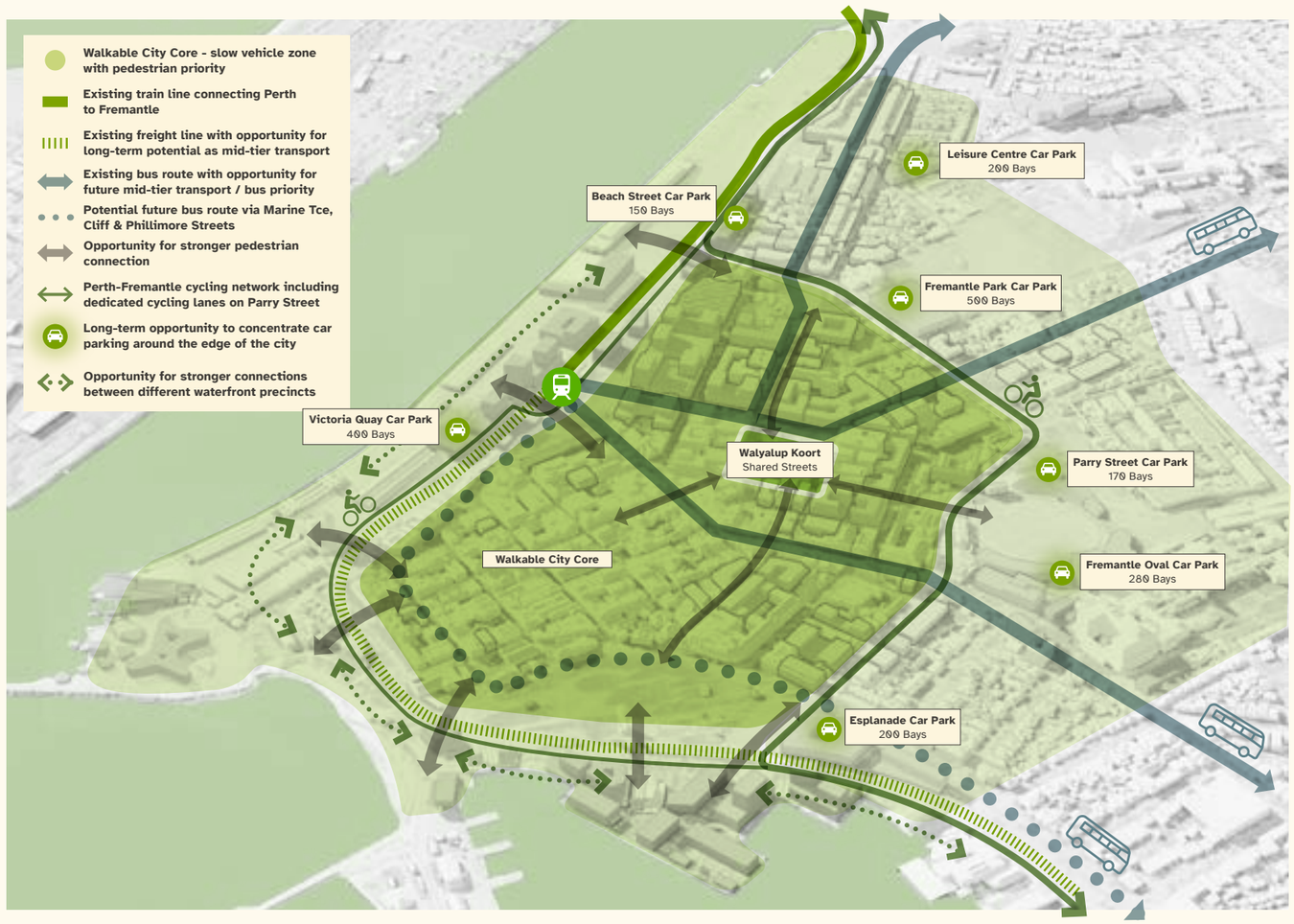
Improving access and movement within the City Centre is key to enhancing its liveability, attractiveness, and vitality.

The City Plan prioritises slow and shared movement within the 'City Core' (inside the Parry Street ring road), with opportunities for gradual street and public realm upgrades to enhance walkability. Potential interventions include widening footpaths, increasing street tree planting, introducing raised paving to slow traffic, and implementing one-way streets or modal filters favouring pedestrians and cyclists with enhanced tree planting provision.

To support this, we propose reducing speed limits to 30km/h within the walkable core, including Parry Street. We are also collaborating with State Government departments to improve waterfront connections over the freight line, enhancing the City Centre's overall legibility and accessibility.

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

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



What

Liveable City Priorities

Walkable from city core to waterfront

Fremantle's historic urban fabric supports walkability, but continued investment is needed to enhance connections, pedestrian priority, and public spaces, ensuring a vibrant, people-focused City Centre that is legible, accessible, and welcoming.

Safe and continuous cycling infrastructure

We are committed to enhancing Fremantle's recreational spaces through major investments, facility upgrades, and new infrastructure to support community needs, destination sporting events, and a growing City Centre population.

Redistributed car parking to the edge

With 85% of trips to Fremantle by car, we must rethink parking to create a more walkable, sustainable City Centre. Shifting parking to strategic locations and using demand-based management frees space for people, provides more space for greening and encourages alternative travel options — aligning with global best practices.

Improved regional transport connections

A welcoming Fremantle depends on safe, inclusive, and well-designed spaces. We prioritise community hubs, improved streetscapes, and active frontages to enhance safety, visibility, and social connection for all.

Left to right:
Market Street, Fremantle
Principal Shared Path Department of Transport
Parking PLUS Bordeaux | Brisac Gonzalez
Market Street tram, Freo 2029: Transformational Moves

What

Liveable City Actions

Walkable from city core to waterfront

- Collaborate with state government agencies to improve connections across the freight line, linking the City Centre and waterfront.
- Advocate for increased pedestrian priority and walkability, including reducing vehicle speeds to 30km/h in the City Core and Parry Street.
- Explore opportunities for shared, continuous paving treatments across slow-moving City Centre streets.
- Enhance landscaping and public realm throughout the City Core.

Safe and continuous cycling infrastructure

- Create a cycling route around the Parry Street ring road, linking North and South Fremantle to the Perth-Fremantle PSP network.
- Partner with the State Government to create a dual-use path along the freight line, connecting around the City Core.
- Improve City Core streets to support slow vehicle speeds, enabling safer shared use for bikes, pedestrians, cars, and buses.
- Ensure the provision of secure end of trip facilties within new developments.

Redistributed car parking to the edge

- Discourage private parking in new developments, promoting consolidated multi-storey facilities around the City Core.
- Gradually reduce on-street parking in key areas to allow for more street trees, wider footpaths, and an improved public realm with better walkability.
- Develop a City Centre Parking Plan that supports parking in strategic locations, including demand-based management systems.

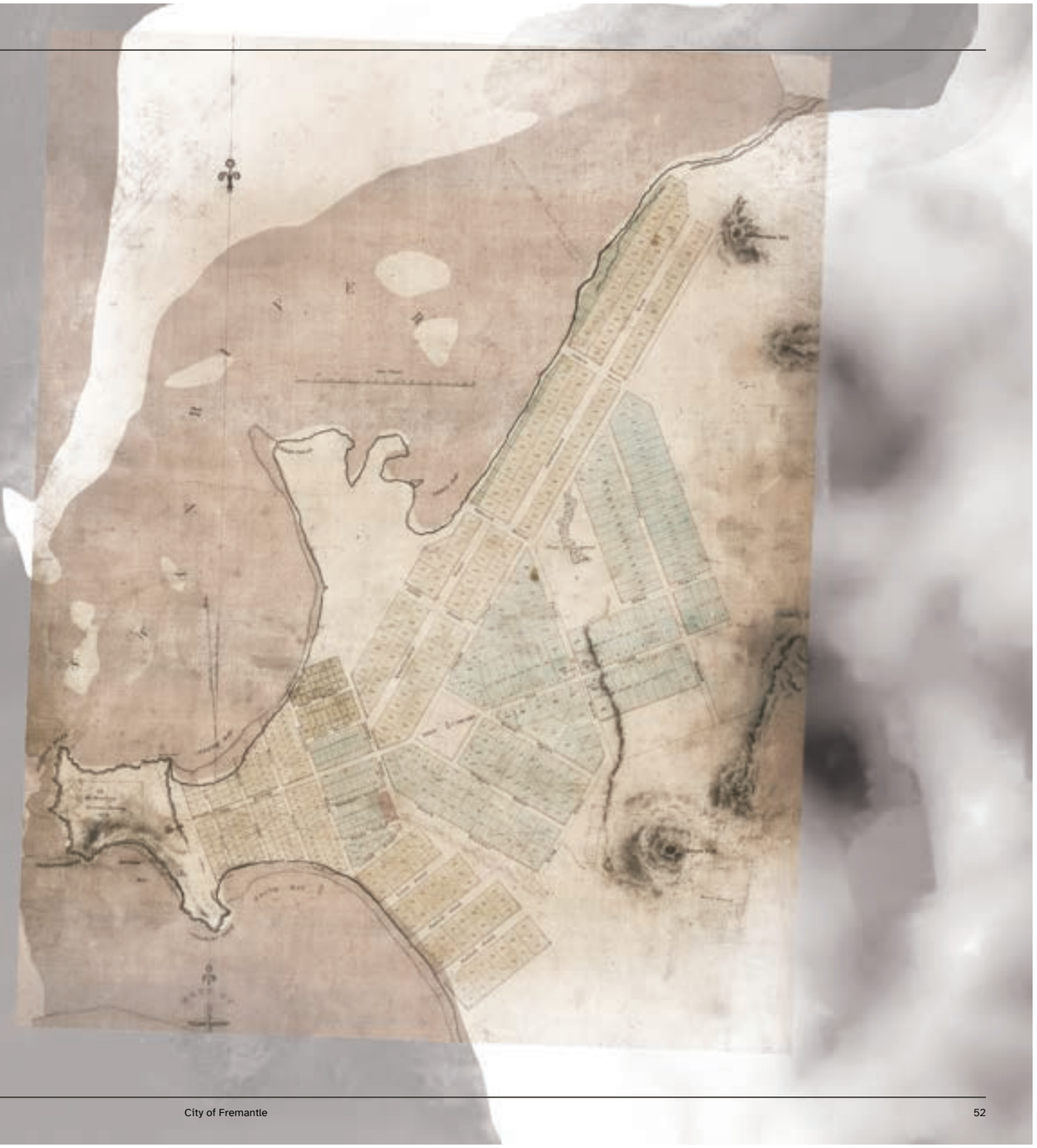
Improved regional transport connections

- Advocate for bus access to train station bus interchange via Queen Street to enhance pedestrian priority at Market Street connection.
- Support long-term mid-tier transport planning or bus priority for key routes to improve transport links to Fremantle.
- Explore long-term opportunity for mid-tier transport along the freight line, pending Fremantle Ports relocation.
- Advocate for new Swan River bridges to improve connections to future North Port development, pending Fremantle Ports relocation.

Left to right:
Market Street, Fremantle
Principal Shared Path Department of Transport
Parking PLUS Bordeaux | Brisac Gonzalez
Market Street tram, Freo 2029: Transformational Moves

What

Liveable City
Case study



An urban structure which allows for a people-oriented walkable city.

Fremantle's historic urban plan, first surveyed by John Septimus Roe in 1829, was designed for a pre-automobile era, ensuring that residents could access essential goods, services, and workplaces within a 15-minute walk. This early layout fostered a compact, mixed-use environment where residential, commercial, and civic spaces were closely integrated.

Uniquely, the plan responds to Fremantle's geography, rotating radially to align with the contours of the Swan River peninsula and wrapping around the dunal formations behind it. This organic adaptation to the landscape shaped the fine-grain, pedestrian-friendly street network that remains today. Unlike later car-oriented developments, Fremantle's original design supports a vibrant, walkable city.

As Fremantle continues to grow, preserving and enhancing these qualities will be essential. Retaining the fine-grain structure, prioritising pedestrian movement, and ensuring active ground-level uses will help the city evolve while staying true to its historic, human-scaled roots.

Image: *1833 Plan of Fremantle*

What

Liveable City Opportunity

Parry Street

Parry Street is a vital infrastructural route encircling Fremantle's 'City Core,' playing a crucial role in citywide transport, particularly for cyclists. As a key commuter corridor, it connects South Fremantle to North Fremantle and the Perth CBD via the Perth–Fremantle Principal Shared Path (PSP) network. To enhance this connectivity, we propose continuous, dedicated cycling lanes on both sides of the street, separated from vehicle traffic where possible.

Beyond transport, Parry Street offers opportunities for increased greenery, incorporating water-sensitive urban design (WSUD) elements, low groundcover planting, and large canopy street trees to enhance both character and function.

The street also presents key development opportunities, particularly around Fremantle Oval and Queen Square. These sites have the potential to activate the street, contributing to a more vibrant, pedestrian-friendly city while reinforcing Parry Street's role as a crucial link within Fremantle's evolving urban fabric.

Artist impression

Part 3: How

How

3D City Model

A new tool to help manage and promote sustainable development in the City Centre.

Through the City Plan program, we've introduced 3D modelling capabilities to help understand and track the impacts of future development in the City Centre. This ongoing, iterative model documents all projects in the development pipeline—including recently completed developments, projects nearing completion, and those with or seeking development approval.

By using this tool alongside mapping of under-utilised sites across the City Centre, we can visualise where future growth and transformation are possible—creating a ring of development potential around the historic West End (highlighted in blue in the adjacent diagram).

The model supports both detailed planning tasks, such as assessing sightline impacts of new proposals, and broader scenario testing. It has become a key tool in shaping the future built form of Fremantle.

Past Developments

- Completed 2015-2019
- Completed 2020-2023
- Completed 2024-2025

Current Development Pipeline

- Developments under construction
- Development approved
- Development applied

How

Possible future phasing

The phasing diagrams outline Fremantle's evolution over the coming decades.

5–10 Years

In 5-10 years, key inner-city projects—including Cantonment Street, Fremantle Oval, Walyalup Koort, and the Italian Club—will drive revitalisation.

1. Dedicated cycling lanes on Parry St. & PSP adjacent freight line - COF & DOT
2. Cantonment Street Precinct - COF in collab. with private development
3. Walyalup Koort, William, Adelaide & Queen Streets renewal - COF
4. Fremantle Oval Masterplan - Stage 1 - COF
5. Norfolk St Extension/ Mews Road upgrade, Italian Club Redev. - COF & DOT
6. Manjaree cultural activation - COF
7. Activation of Victoria Quay heritage buildings - DPLH & Fremantle Ports
8. Collie Street streetscape improvements - COF
9. Renovation & Activation of Hospitality Precinct in Fishing Boat Harbour - DOT
10. Station Forecourt & Bus Interchange project - PTA

10–20 Years

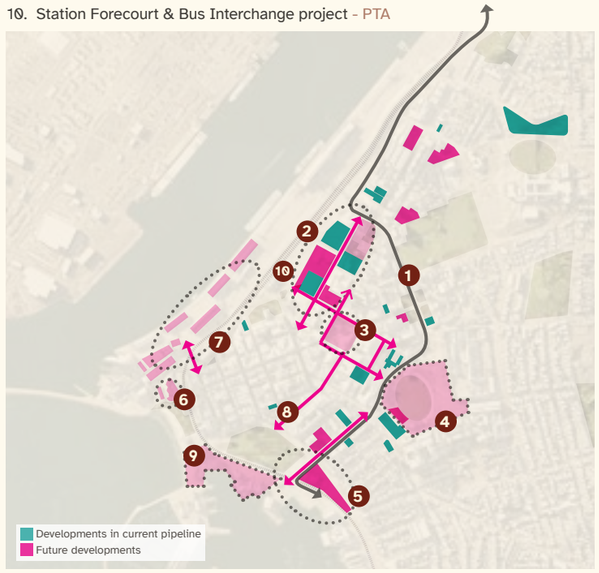
Over 10-20 years, incremental infill will unlock longer-term opportunities across the City Centre and Northern Gateway.

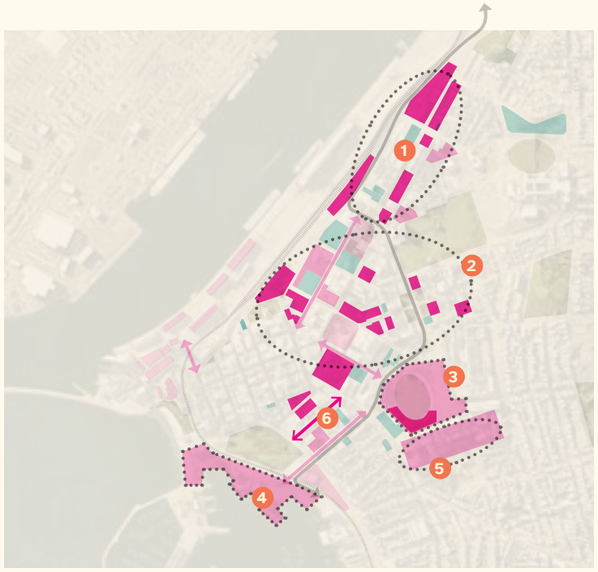
1. Unlock Northern Gateway development opportunities - private development
2. Inner-city infill development - private development
3. Fremantle Oval Masterplan - Stage 2 - COF
4. Fishing Boat Harbour - Redevelopment of Key Sites in Hospitality Precinct and new Mixed Use Precinct - DOT
5. Opportunity for Fremantle Hospital redevelopment - Fremantle Hospital
6. Essex Street greening enhancement - COF

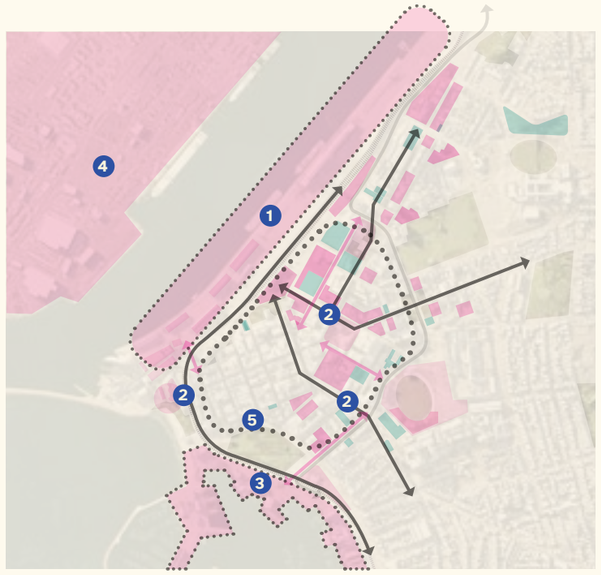
20–30 Years

In 20-30 years, transformative transport infrastructure, including mid-tier transit, and increased waterfront activation will shape Fremantle's future as a dynamic, connected, and resilient city.

1. Victoria Quay activation and redevelopment - DPLH & Future of Fremantle
2. Mid-tier transport connections and other bus priority - DPLH, DOT, PTA
3. Fishing Boat and Challenger Harbours – Ongoing Renewal of Key Precincts – DOT
4. Fremantle Ports potential relocation and redevelopment
5. Gradual implementation of slow, shared, walkable city streets throughout 'City Core' - COF







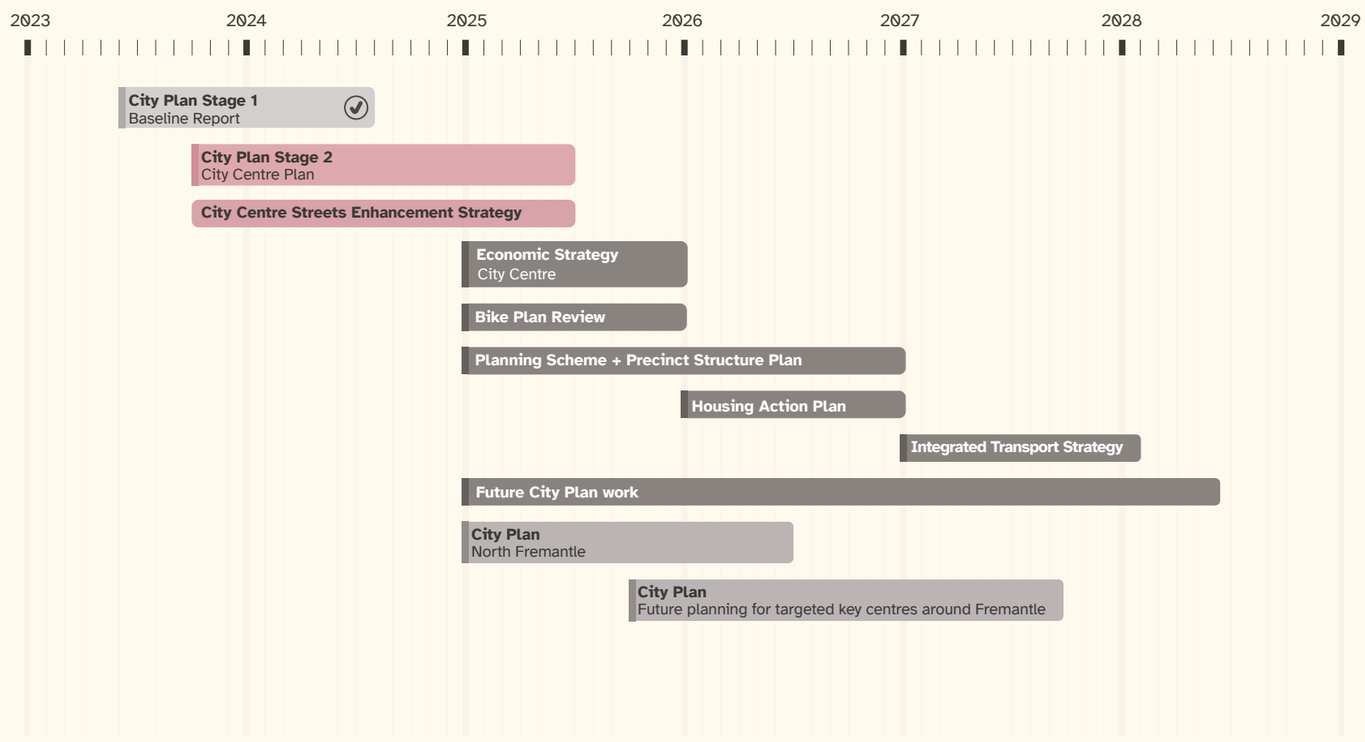
How

Key plans & strategies to initiate the vision

The City Plan is an ongoing program of strategic projects shaping Fremantle's future. This City Centre Plan is a catalyst, kickstarting a stream of initiatives in the coming years.

The City Plan sets out a multi-year program of strategic projects to guide Fremantle's future. A key priority and next step is the review of the Planning Scheme and the development of a Housing Strategy, which will help support and attract more infill growth in the City Centre.

These efforts aim to create a more diverse and sustainable urban environment, ensuring the City Centre remains a thriving place to live and work. Alongside this, projects such as the Bike Plan Review, Integrated Transport Strategy, and precinct-based City Plans will contribute to a more connected and liveable Fremantle, shaping its long-term transformation.



Part 4: Precincts

Precincts

Defining the precincts

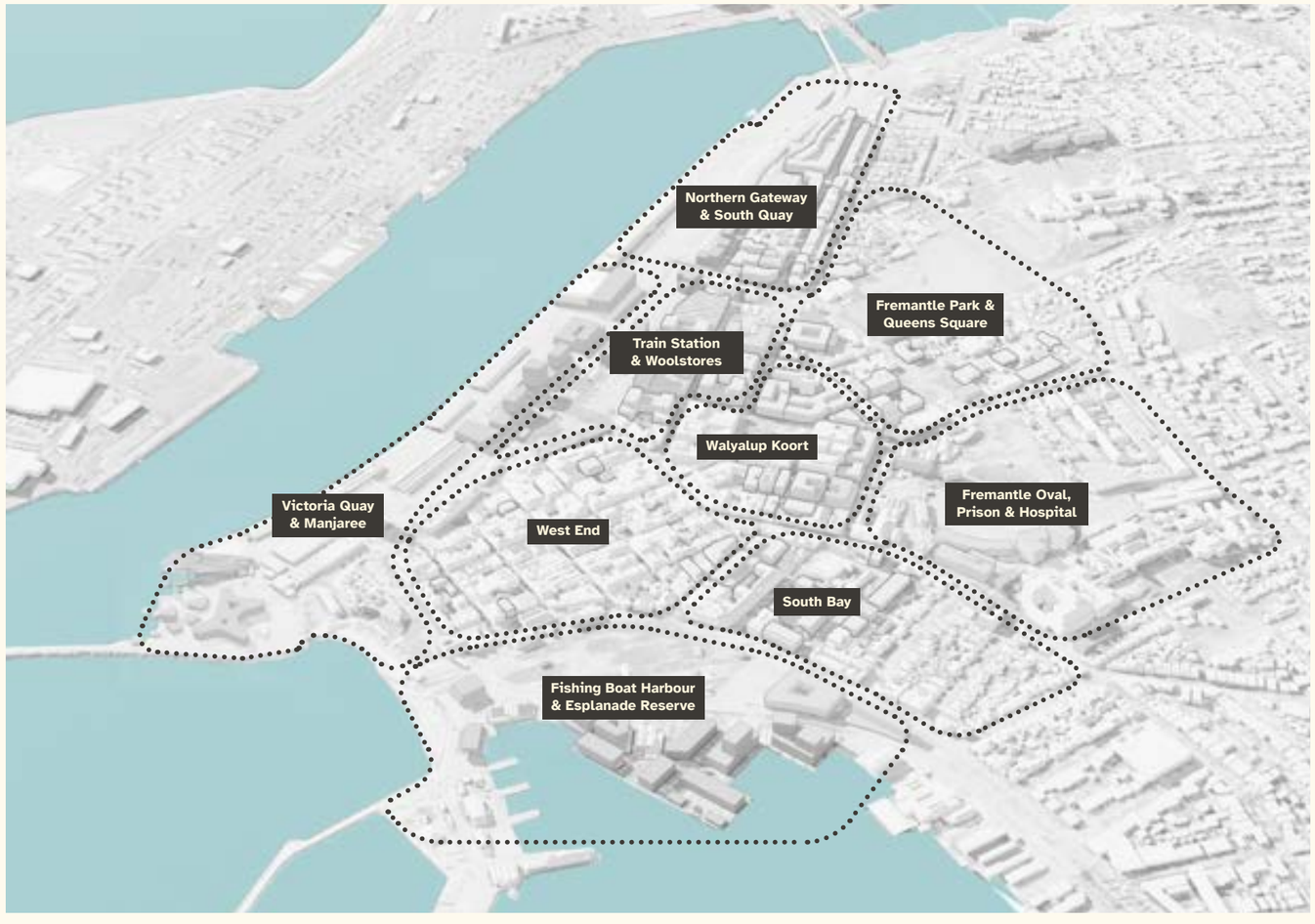
The City Centre is composed of a series of overlapping precincts with unique challenges, opportunities and character that dictate how and where future transformation might take place.

Precincts

Precinct map

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

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

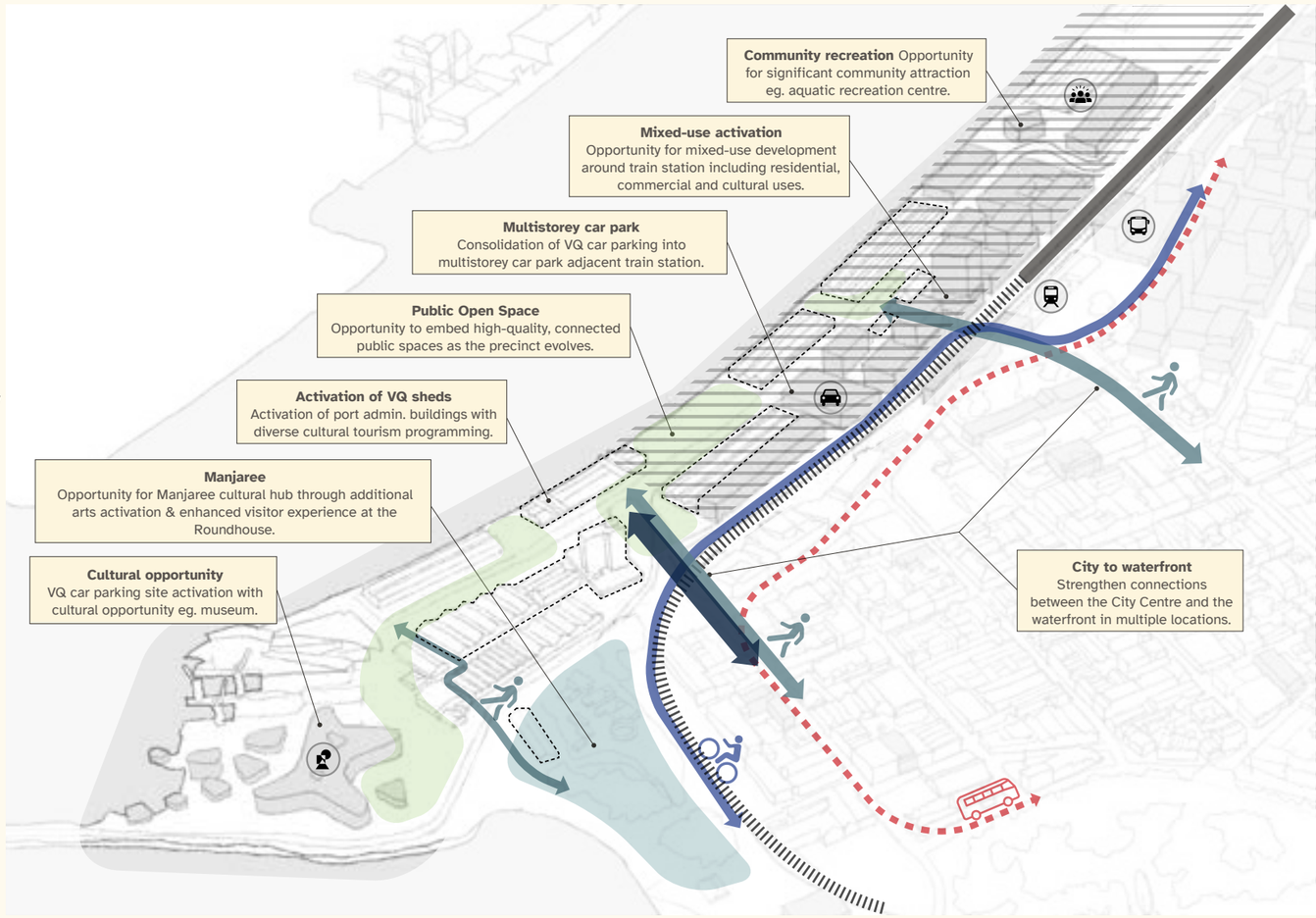


Precincts

Victoria Quay & Manjaree

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

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



0 existing residents

2021 census

800 future total residents

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

8000 sqm additional commercial / retail floor area

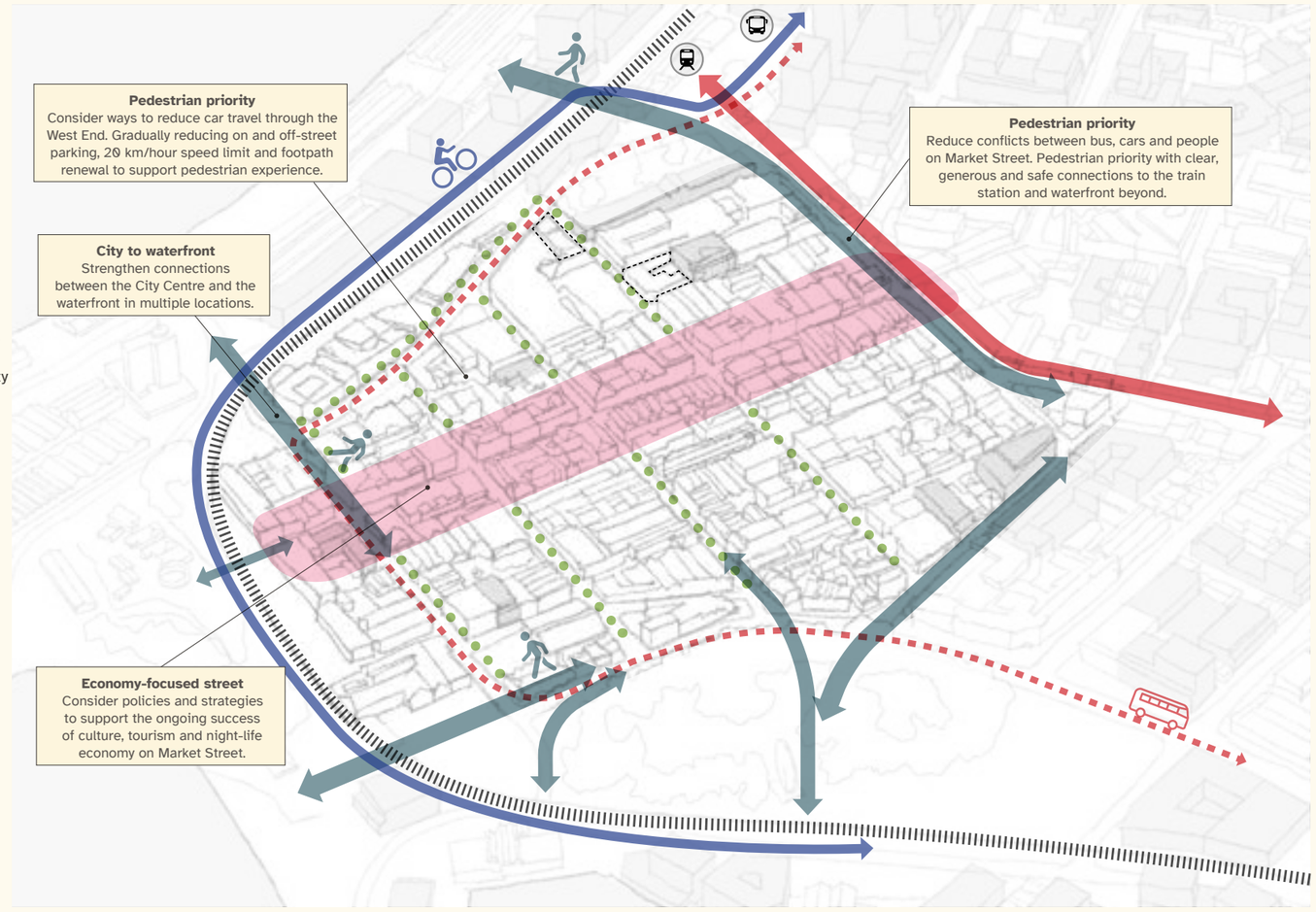
Assumes 5% commercial and 5% retail of gross new development floor area

Precincts

West End

Scattered, heritage-sensitive development and stronger waterfront links such as an improved Cliff Street intersection, providing support for a thriving culture, tourism and retail hub.

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



627 existing residents

2021 census

780 future total residents

Capacity assumes additional 90 apartments with an average floor area of 85sqm, with 1.8 residents per dwelling

500 sqm additional commercial / retail floor area

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

Precincts

Fishing Boat Harbours & Esplanade Reserve

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

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

15 existing residents

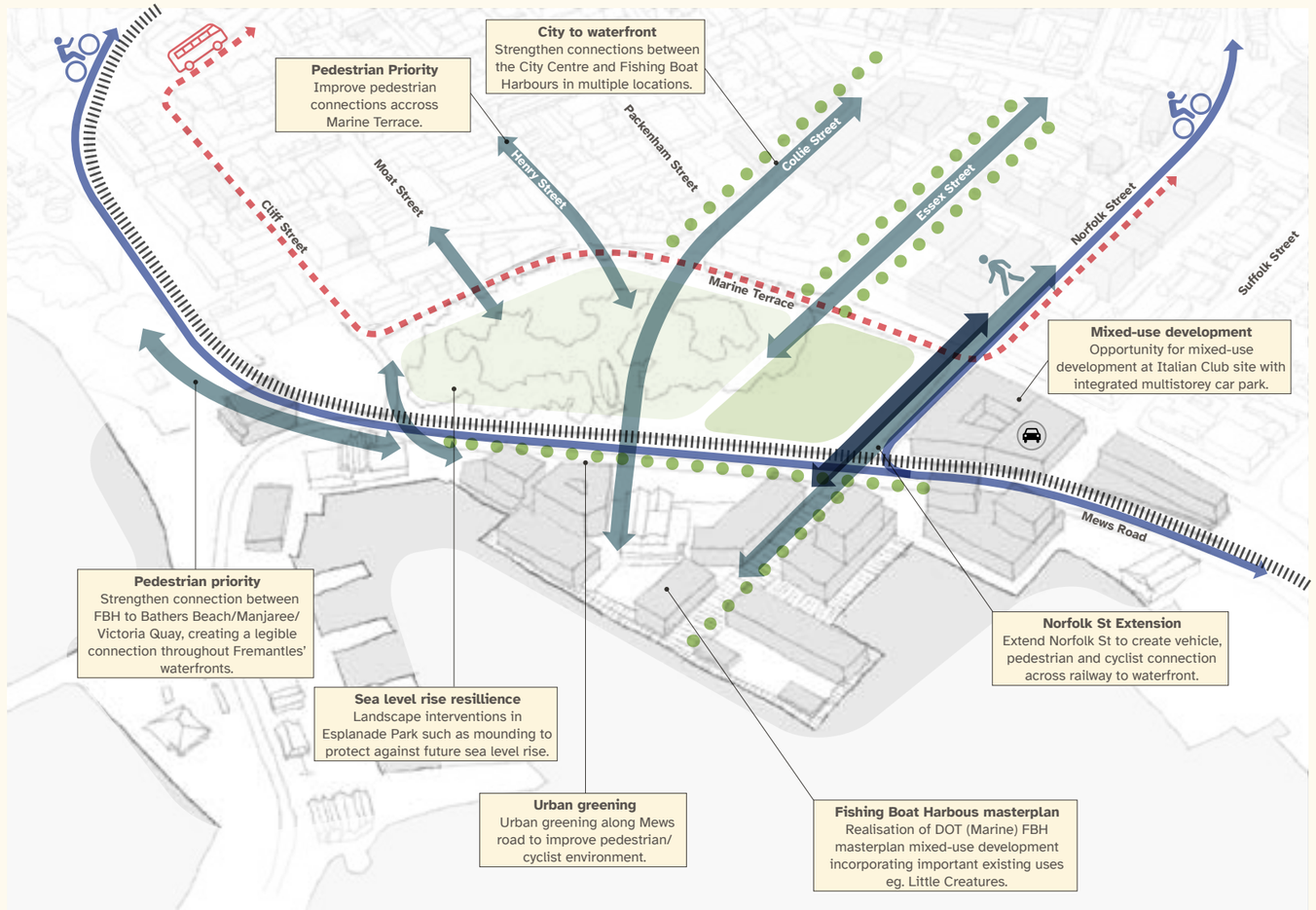
2021 census

1200 future total residents

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

7000 sqm additional commercial / retail floor area

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

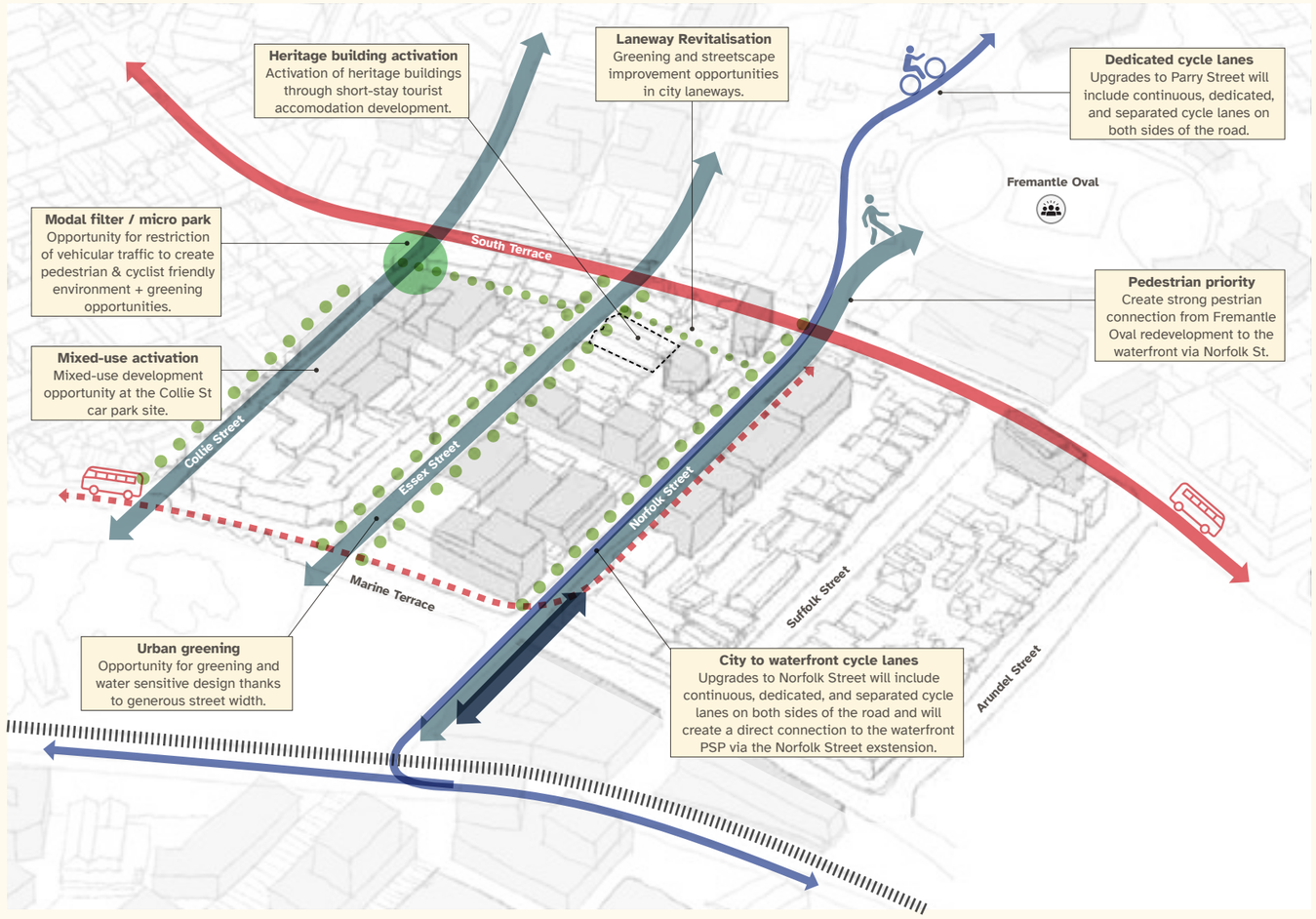


Precincts

South Bay

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

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



412 existing residents

2021 census

1125 future total residents

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

1500 sqm additional commercial / retail floor area

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

Precincts

Fremantle Oval, Prison & Hospital

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

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

20 existing residents

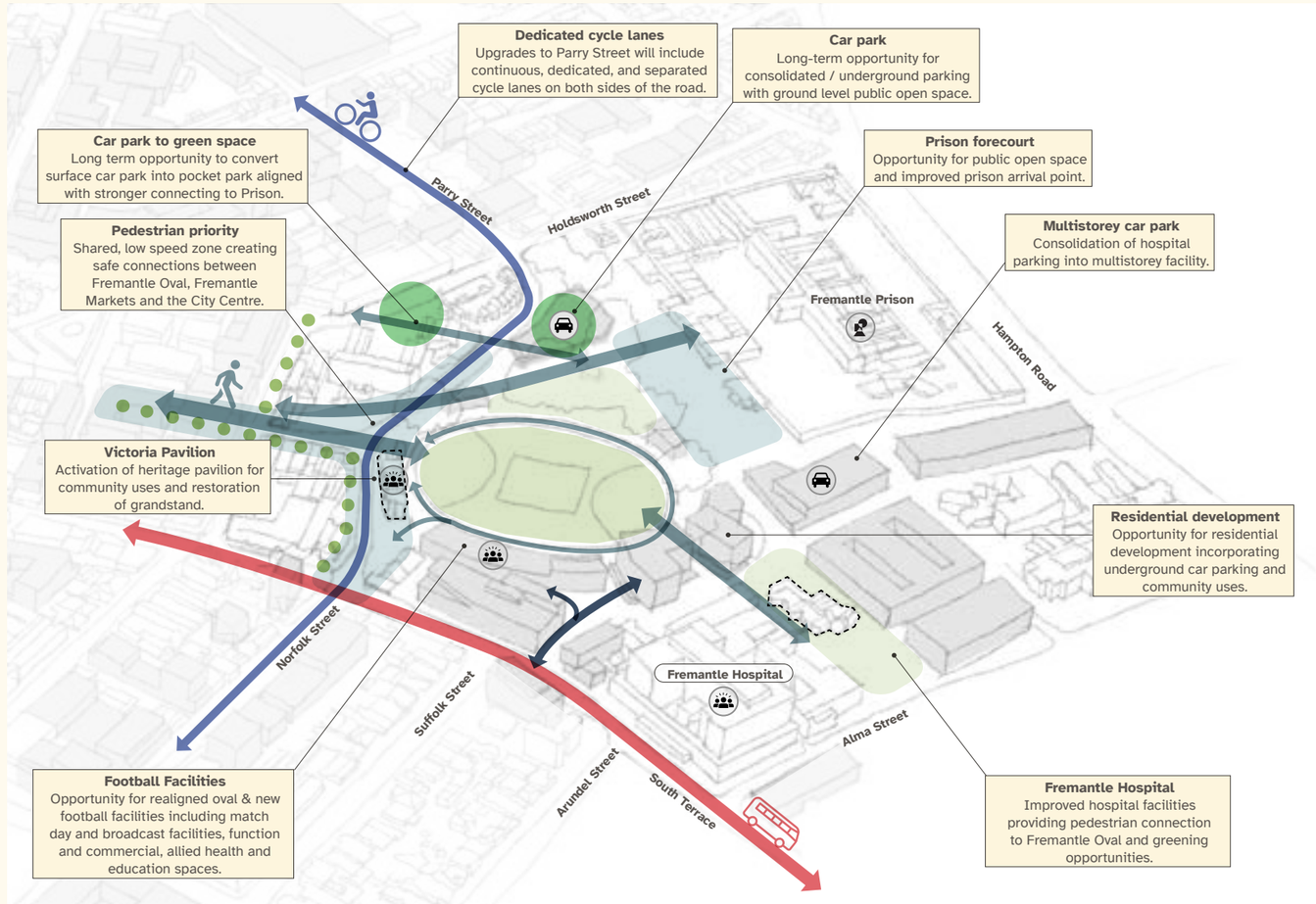
2021 census

415 future total residents

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

8000 sqm additional commercial / retail floor area

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



Precincts

Walyalup Koort

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

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

150 existing residents

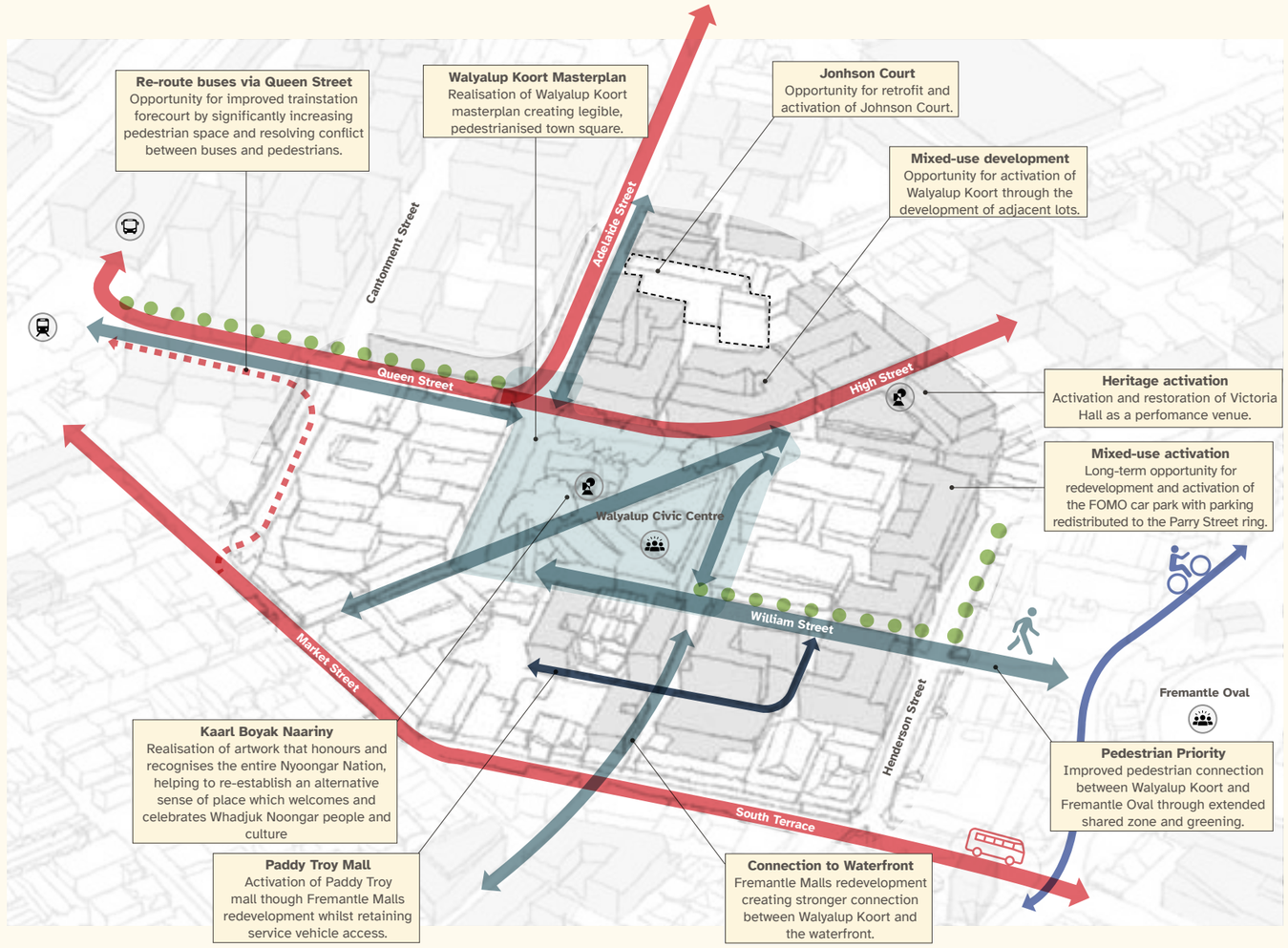
2021 census

1650 future total residents

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

2000 sqm additional commercial / retail floor area

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



Precincts

Train Station & Woolstores

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

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

180 existing residents

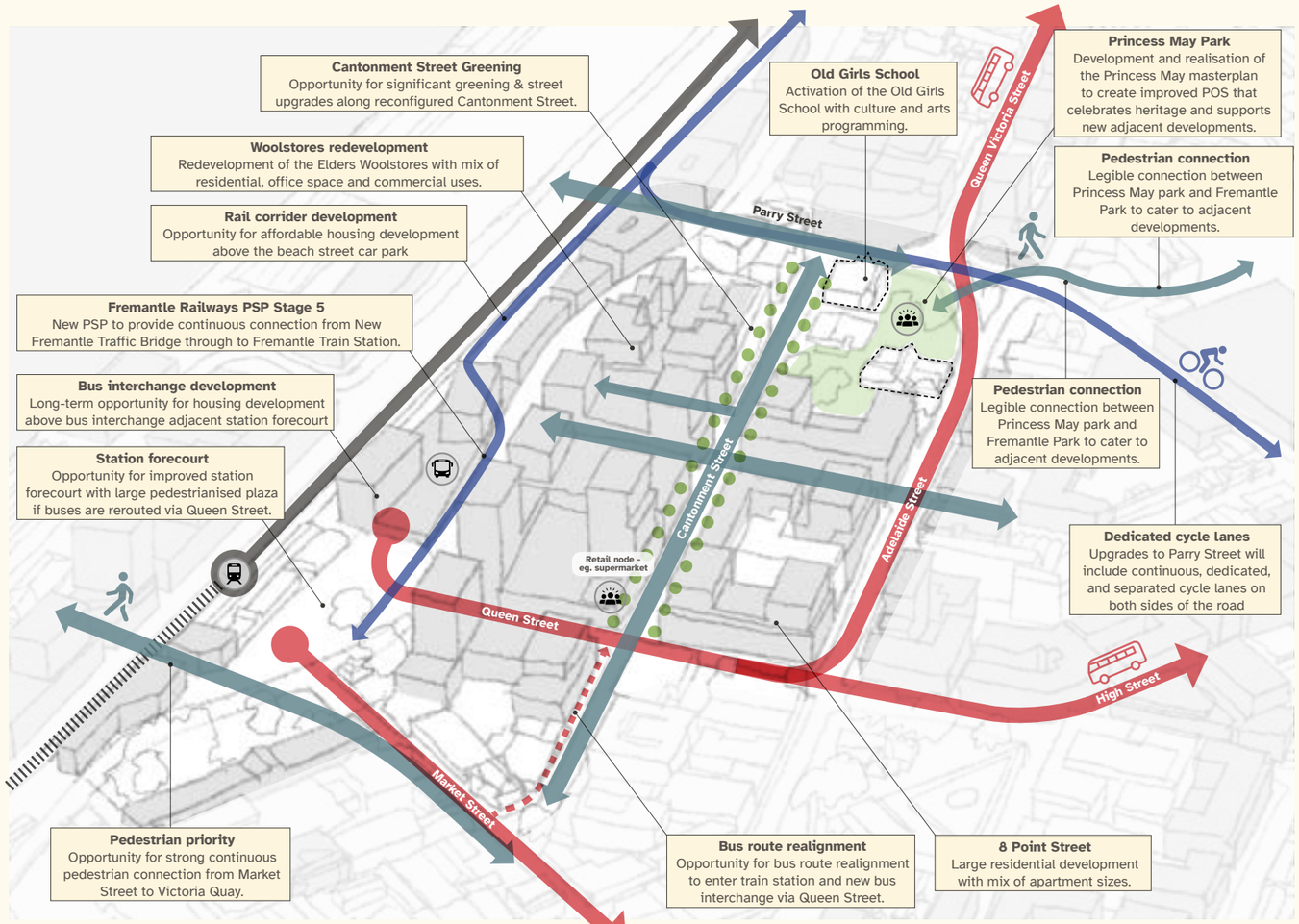
2021 census

2700 future total residents

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

8000 sqm additional commercial / retail floor area

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



Precincts

Northern Gateway

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

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

780 existing residents

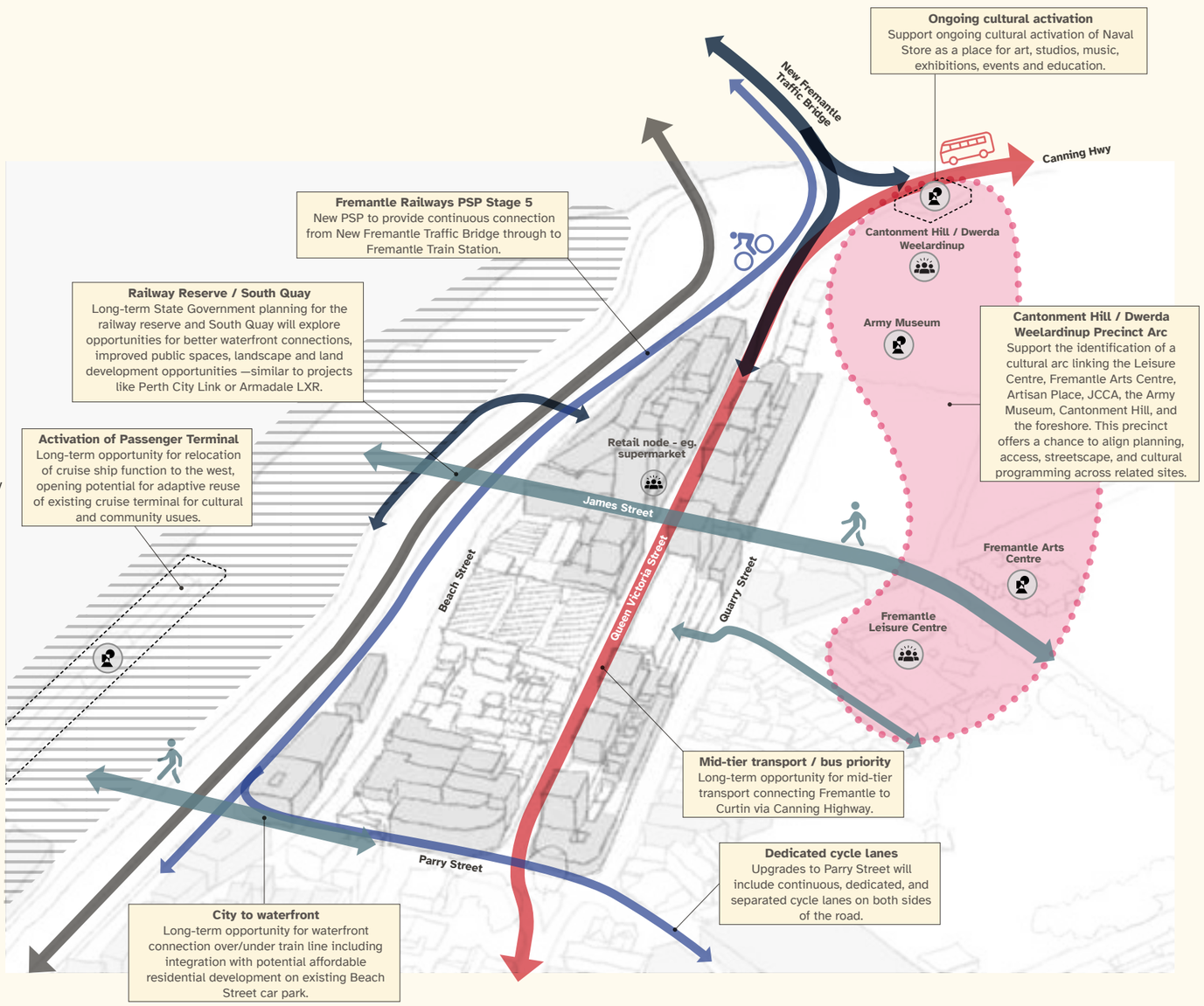
2021 census

3800 future total residents

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

6000 sqm additional commercial / retail floor area

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



Precincts

Fremantle Park & Queens Square

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

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

430 existing residents

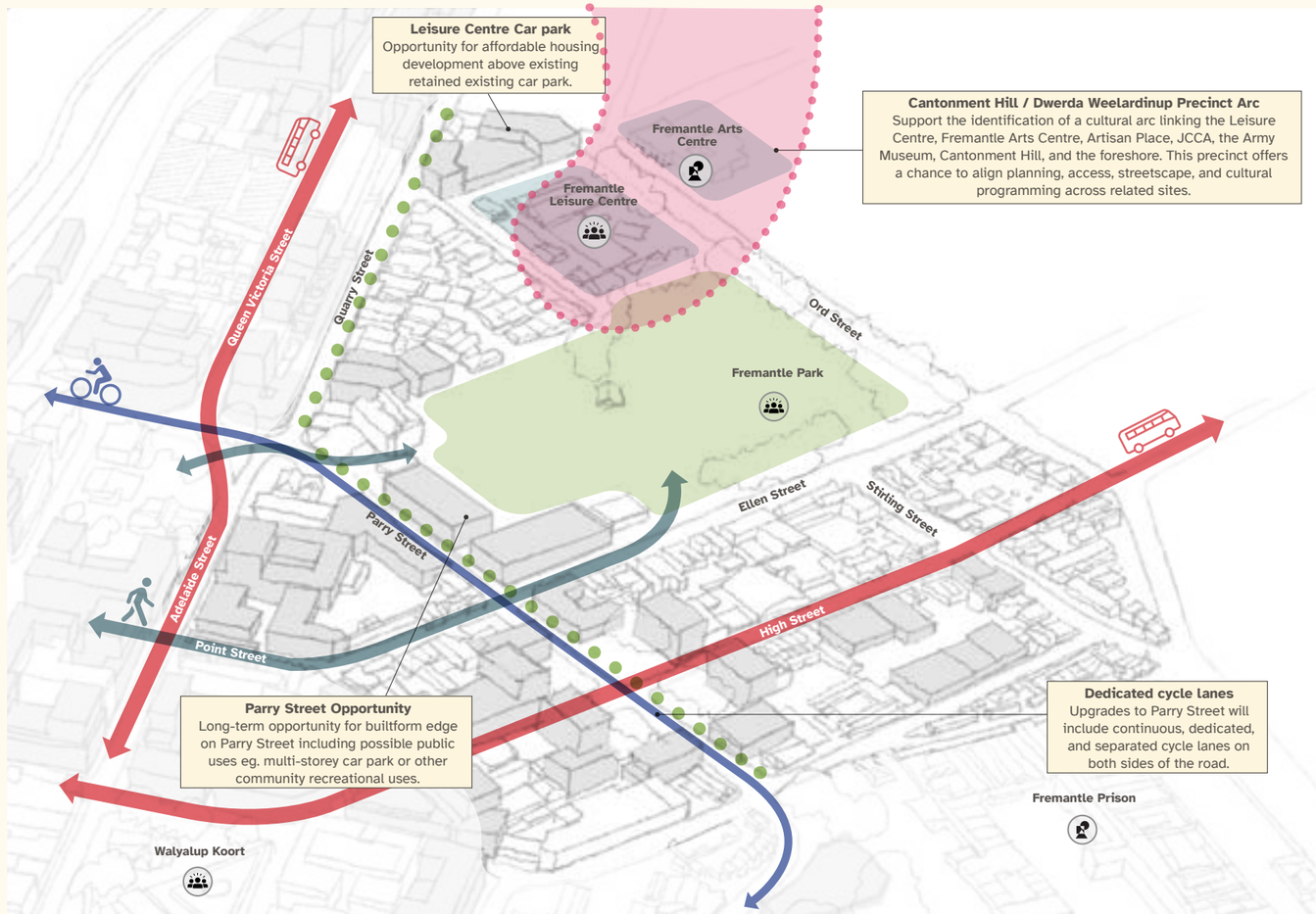
2021 census

1600 future total residents

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

1500 sqm additional commercial / retail floor area

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



Part 5: What If?

What If?

‘What if’ project proposals

A collection of projects exploring key issues and future scenarios for Fremantle’s evolution.

The ‘What If’ project, part of Fremantle’s City Plan, invites diverse contributors to explore bold, speculative urban interventions aligned with strategic priorities—culture, heritage, density, resilience, affordability, and transport. The City engaged architects, landscape architects, and sustainability experts to propose ideas, including:

- Victoria Quay: Large-scale development over the train line, connecting Fremantle to renaturalised riverfront parkland.
- Beach Street Car park: Affordable housing on an underutilised site along the train line.
- Fremantle Malls: Retaining existing build form while adding landscape and mixed-use development to activate a key site.
- Fremantle Park: A multi-purpose community hub, integrating sports, recreation, creative spaces, performance areas, and parking into Fremantle Park’s open space character.
- Walyalup 2125: A vision sparking discussion on long-term coastal resilience.
- A New Normal Fremantle: Projects addressing energy, water, waste, and greening.

By collaborating with designers, thinkers, and the community, ‘What If’ aims to shape a thriving, adaptive Fremantle, offering a blueprint for sustainable urban development. The project will be shared through a publication and exhibition.

Victoria Quay
Reconnect with the river

Beach Street Car park
Affordable housing

Fremantle Malls
Connection to country

Fremantle Park
Multi-purpose community space

Walyalup 2125
Long-term coastal adaptation strategy

A New Normal
Fremantle

What If?

What if...

...A future Fremantle connects over the train line to embrace the Derbal Yerrigan Bilya (Swan River)?

This vision proposes a vibrant and connected waterfront precinct, unlocked by sinking the railway line as it enters Fremantle, creating seamless integration between the city and the river. The project will deliver up to 2,500 dwellings, housing more than 5,000 residents.

Located in Walyalup, Victoria Quay's position between river and city offers a unique opportunity for urban regeneration, guided by landscape and ecology. With port functions relocating to the Outer Harbour, the site will remain a key transport hub for locals and international travellers, enhancing its potential for renewal.

What if the site's future lies in understanding its natural systems—limestone and dunal banks, a breathing estuary, a dappled edge, seasonally salty and fresh? What if development could restore ecosystems while embedding memories of place, celebrating Noongar culture?

The project envisions:

- Underground station linking to Perth CBD.
- A dynamic, accessible riverfront development integrating with Fremantle.
- A strong connection to First Nations culture, linking Walyalup, Manjaree, the Wagyl, and the Dwert.
- An activated public domain with terrestrial, wetland, and aquatic habitat, expanded tree canopy, and a nature-positive river edge.
- Spaces for gathering, events, and public art.
- Adaptive reuse of the Passenger Terminal as a cultural precinct & a new cruise terminal near Fremantle's West End.

A pedestrian bridge linking Victoria Quay to North Quay and Rous Head.offering a blueprint for sustainable urban development. The project will be shared through a publication and exhibition.

Proposal by KHA (Patrick Kosky, Seán McGivern, Gertjan Groen, Kate Moore, Cooper Anderson, Levi Phillips) with Daniel Jan Martin (UWA School of Design) and Sandra Harben (cultural advisor)

What If?

What if...

...A future Fremantle reimagines urban life as a dynamic, intergenerational community where children, families and older adults can thrive together?

Enabled by a Community Land Trust (CLT), this project promotes affordability, flexible housing, and participatory design for a socially enriching, sustainable future.

Cities often sideline children, yet they bring vitality to urban spaces. This proposal envisions a city where adults and kids share space seamlessly, integrating car-free courtyards, rooftop gardens, and play structures. Pavements and green spaces become safe, stimulating playgrounds.

Housing should adapt with its residents. Modular walls, double-height ceilings, and reconfigurable spaces accommodate families, professionals, and retirees, fostering long-term investment and eliminating rigid, standardised housing. Residents can even assist in fit-outs, lowering costs and enhancing personalisation.

Shared spaces—co-living areas, community kitchens, and mentorship hubs—foster intergenerational connections, where older residents share skills while benefiting from companionship and belonging.

Through the CLT model, land remains community-owned, ensuring permanent affordability and resisting market speculation. Residents help shape their surroundings, reinforcing collective ownership. Unlike conventional developments, Growing Together embraces adaptability, community, and the joy of urban childhood—embedding affordability at its core.

Proposal by Space Agency Architects (Tobias Busch, Michael Patroni & Dimmity Walker)

What If?

What if...

...We create a collection of garden archipelagos - landscape opportunities to reconnect with Country?

This proposal envisions Fremantle's City Centre as a network of garden archipelagos, integrating urbanism with Country to create a more adaptable, ecologically connected city. It proposes hollowing out a city block to reclaim Country at a meaningful scale, allowing the city to breathe while accommodating a mix of social housing, hotel, residential, office, and retail uses.

The site is designed as part of a network of reclaimed spaces, linking nearby lots, laneways, and public areas such as the Esplanade, the Piazza, and Queen's Square. This approach enhances permeability, providing respite and shade while reinforcing Noongar knowledge systems. Water and fire are recognised as foundational elements in shaping a contemporary Social Ecological System.

Urban tree canopy cover in Fremantle is just 7%, and the proposal suggests incentivising building density bonuses to encourage opening central spaces to Country.

An ambiguous civic ground surface is proposed to encourage safer, more shared urban spaces for people and vehicles.

Rooted in the Burra Charter's principles, the project aims to acknowledge and integrate Indigenous, colonial, and contemporary histories. A caretaker model is proposed for ongoing maintenance, ensuring long-term care of gardens and buildings.

Proposal by Simon Pendal Architects (Simon Pendal, Janine Moroney & Matt Gagen) with Whadjuk Balardong Elder Robyn Collard (cultural advisor)

What If?

What if...

...We combine different uses within a single building to recreate the diversity and vitality of the West End?

Derived from Fremantle's urban gene code, The Condenser provides the community with affordable housing, micro-economic commercial and retail spaces, and a hybrid of socially equitable and accessible facilities. The scheme includes a rich mix of retail and commercial businesses, diverse apartment typologies, gallery and exhibition areas, a community kitchen and vegetable garden, multipurpose courts, and a jogging track.

Drawing from Fremantle's street vibe and local community living, The Condenser offers a balance of private, semi-public, and shared spaces, amplifying density while fostering a connected urban environment.

Additionally, The Condenser serves as a pilot study for a reimagined stormwater management system, embedding a localized sponge system to absorb, clean, retain, and release stormwater, helping to establish a green link in a complex urban setting.

Proposal by With Architects (Geoff Warn, Daniel Aisenson, Polina Zhalniarovich, Sophy Vetkina & Sam Gorecki)

What If?

What if...

...We let the water in, shaping Fremantle as a 'Water City' by 2125?

Human-induced climate change is profoundly impacting cities, especially coastal areas. The Walyalup/Fremantle coast faces growing risks from sea level rise, reduced rainfall, groundwater rise, and storm surges. Rapid anthropogenic change transformed Walyalup/Fremantle's naturally resilient dunal landscape into a coastal city, removing dunes/vegetation and encroaching seaward, increasing vulnerability to coastal processes.

Up to two metres of sea level rise is projected over the next 100 years, inundating much of the CityPlan area. Additional risks include groundwater rise, high tide, storm surge, and riverine flooding. In central Fremantle, groundwater rise will render coastal protection ineffective, impacting land use, infrastructure, and cultural and environmental values.

Walyalup/Fremantle Water City 2125 is a creative provocation, envisioning a nature-based resilience approach to sea level rise. It imagines a city that has embraced water, creating resilient, adaptable coastal ecosystems. Development within the 2125 inundation zone is avoided, focusing instead on the landward side of a foreshore buffer. This buffer supports wetland ecosystems, connects with permeable city streets, and provides habitat, recreation, carbon sequestration, and cultural expression while mitigating urban heat. Short- and medium-term strategies protect heritage assets, while adaptable design ensures continued foreshore amenity.

Proposal by JBA (Jen Lorrimar-Shanks & Paul Verity)
with Bill Grace (Australian Urban Design Research Centre)

What If?

What if...

...We transition a city to self-sufficiency within 10 years?

A New Normal provides a proven process for co-creating a profitable, actionable strategy to transition a city to self-sufficiency within 10 years.

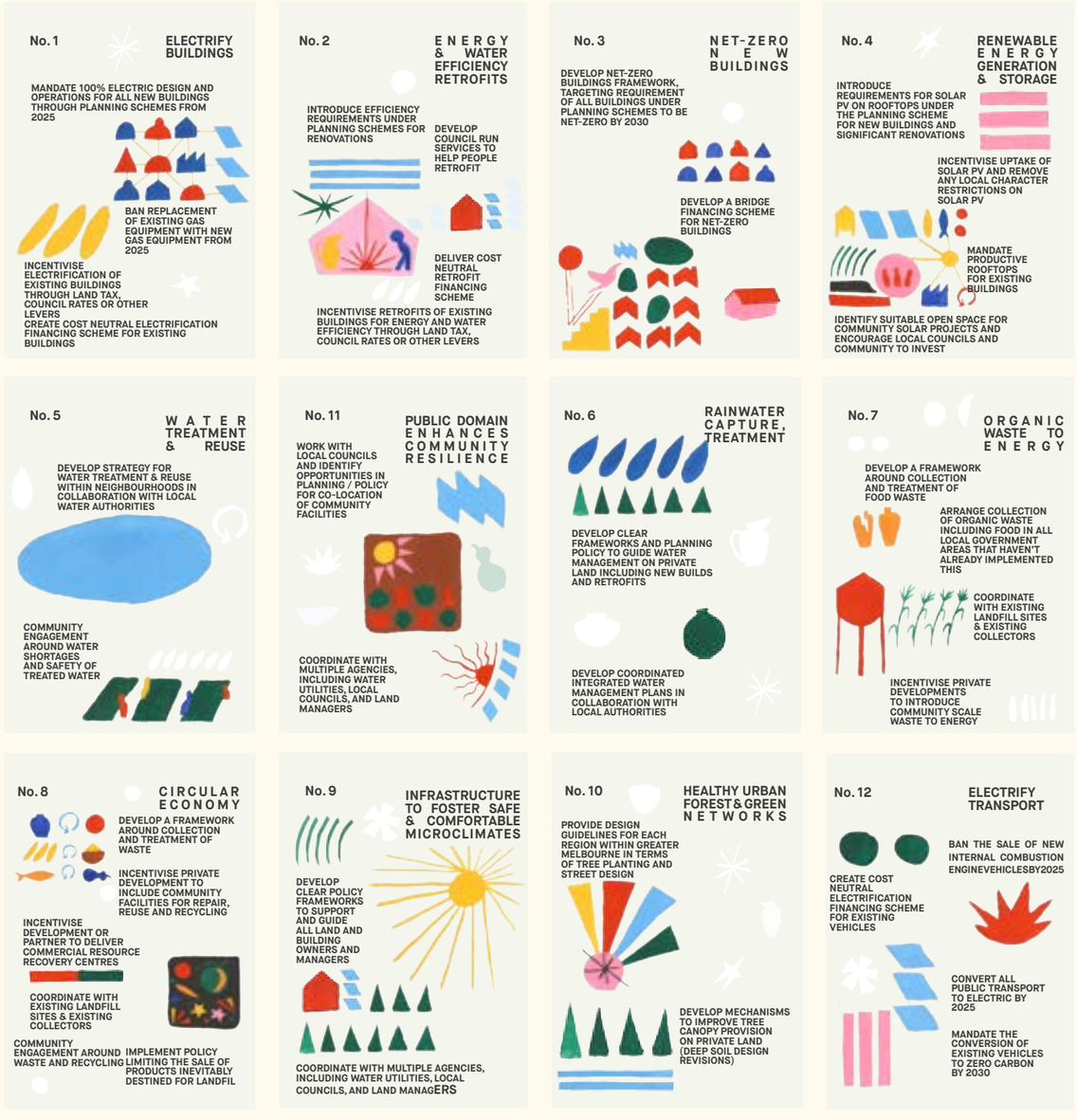
Rather than a stand-alone, top-down strategy to transform the city, the goal of A New Normal is to co-create the future self-sufficient reality and urban narrative of our cities.

A New Normal is designed to engage and familiarise the public with the transformation while informing politicians with public support and enabling businesses to provide the solutions.

The strategy is developed to meet the unique needs and challenges of the city using technological solutions successfully deployed in other cities around the world. Once defined, the key strategic initiatives are briefed to the city's top architects, designers and artists to develop culturally and environmentally relevant projects.

These initiatives will inform a series of pilot projects established in partnership with communities and private landowners throughout the city which can be scaled, replicated and multiplied.

In order to transform the City of Fremantle, we have proposed a series of pilot projects that could be considered across the city that encourage a resilient, zero waste city that produces more energy and water than it consumes.



Proposal by Finding Infinity
(Ross Harding and Emily Foenander)

Glossary

Key definitions

Active Transport
Forms of transport that involve physical activity, such as walking and cycling. The City Plan promotes active transport to enhance sustainability, health, and reduce car dependence.

Affordable Housing
Affordable housing refers to housing that is reasonably priced so that low- to moderate-income households can cover essential living costs without experiencing housing stress. In Australia, it is typically defined as housing that costs no more than 30% of a household's gross income for those in the bottom 40% of the income distribution within a given geographic area. Based on ABS income data for Fremantle, affordable rent for households in the bottom 40% would range between $310 and $500 per week, while an affordable home purchase would likely fall between $450,000 and $550,000. At the time of writing, within the Fremantle City Plan study area, no dwellings are available for rent below $570 per week, and only one property is listed for sale in the mid-$400,000s.

Built Form
The physical shape and structure of buildings and how they relate to their surroundings, including aspects like height, bulk, and scale.

Contextual/Heritage-Sensitive Development
Refers to new developments that are designed to respect the scale, materials, and character of their heritage surroundings.

City Plan
A City Plan is a high-level non-statutory planning framework that outlines the long-term vision for land use, infrastructure, and growth across a local government area. It guides decision-making to achieve coordinated, sustainable urban development.

Co-Living Housing
A form of housing where residents have private bedrooms and share common facilities (like kitchens or lounges), often associated with increased affordability.

High Rise
Refers to buildings significantly taller than the surrounding context, typically well exceeding eight storeys. According to global benchmarks, high-rise buildings generally range from 12 to 39 storeys and often follow a podium and tower typology. This term or development model is not used in this document—see 'High Density' and 'Mid-Rise' for the preferred development approach in Fremantle's priority redevelopment areas.

Human Scale
Urban design that considers the proportions, comfort, and sensory experience of pedestrians. It promotes buildings, spaces, and streets that feel comfortable and accessible to people on foot.

High Density
Refers to the number of people living in a given area of a city and does not necessarily mean taller buildings. Increasing residential density in City Centres makes sense because more people can access well-serviced public transport and amenities such as shops, schools, jobs, and social services. Fremantle City Centre currently has a population density of around 25 people per hectare—vastly lower than many dense and liveable City Centres worldwide. For comparison, areas of Barcelona, Paris, Brussels, Stockholm, and Amsterdam achieve much higher average densities—typically between 200 and 500 people per hectare—within mid-rise buildings of approximately five to eight storeys.

Infill Development
New housing or buildings constructed within already developed areas, typically on vacant or underused lots.

Mid Rise
Buildings typically comprising five to eight storeys or up to 25 metres in height. These developments are considered 'street-oriented' rather than podium-and-tower typologies (fire engineering requirements become more restrictive above 25 metres, increasing costs). This type of building supports higher-performance residential and mixed-use developments that are better neighbours to their surroundings by limiting overshadowing while maximising density.

Mixed-Use
Development that combines residential, commercial, cultural, or institutional uses within a single building or area.

Mode Share
The proportion of all trips made using different modes of transport—such as walking, cycling, public transport, or private car. Mode share is used to monitor travel behaviour and assess the effectiveness of sustainable transport policies. Based on 2021 Census data, Fremantle City Centre's mode share is heavily skewed towards car use, with more than 85% of journeys to work made by car, either as a driver or passenger.

Precinct Structure Plan / Local Planning Scheme
A Precinct Structure Plan provides detailed guidance for the future development of a defined area, setting out land use, built form, movement networks, and open space. It ensures growth is well-coordinated, context-sensitive, and aligned with broader planning policies. Complementing this, the Local Planning Scheme establishes the planning framework for zoning, land use permissions, development standards, and building controls across the local government area. Both are statutory planning controls that will be explored and refined, expanding on the City Plan project to translate its strategic vision into enforceable planning instruments.

Public Realm
The publicly accessible spaces between buildings, including streets, parks, plazas, and forecourts.

Resilience
The capacity of the city to withstand and adapt to environmental challenges such as sea level rise, urban heat island effect and extreme weather events.

SCP (Strategic Community Plan)
A Strategic Community Plan is a local government's highest-level guiding document, outlining the community's vision, values, and priorities over a 10-year or longer horizon. The City of Fremantle most recently updated its Strategic Community Plan prior to the City Plan, titled Strategic Community Plan 2024–2034.

Social Housing
Subsidised housing typically managed by government or non-profit organisations (e.g. St Pat's), provided to people experiencing housing stress or homelessness.

Sustainability
Refers to development that meets current needs without compromising future generations. Encompasses ecological, economic, and social sustainability—including climate adaptation, active transport, and compact urban form.

Urban Greening
The practice of increasing vegetation in urban environments, such as planting trees, creating green roofs, or establishing pocket parks, to improve biodiversity, shade, and climate resilience.

Walkable Core
The central area of a town or city where key destinations—such as shops, services, public transport, and amenities—are located within comfortable walking distance, encouraging walking as the primary mode of travel. This is a key concept of the City Plan and refers to a pedestrian-priority area bound by Parry Street with reduced vehicle speeds and a high level of pedestrian amenity.

Walkability
A measure of how friendly an area is to walking, including factors like footpath quality, crossing safety, shade, and connectivity.

WSUD (Water Sensitive Urban Design)
Referes to public spaces that are designed to integrate with the urban water cycle, it aims to improve water quality, reduce runoff, and enhance landscape and ecological outcomes. WSUD techniques include rain gardens, permeable paving, swales, and wetlands.

[1]Australian Institute of Health and Welfare (AIHW), 2023. *Housing affordability.*

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Alternate formats available upon request.

Fremantle
DRAFT Local Planning Strategy – Part 1
March 2025

ADVERTISING

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

Signed for and on behalf of the Western Australian Planning Commission

_____

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

ADOPTED

The City of Fremantle hereby adopts the Local Planning Strategy

at the Ordinary meeting of the Council held on the _____

day of _____2025.

_____

MAYOR

_____

CHIEF EXECUTIVE OFFICER

_____

ENDORSEMENT

Endorsed by the Western Australian Planning Commission

_____

an officer of the Commission duly authorised by the Commission

(pursuant to the Planning and Development Act 2005)

Date _____

Local Planning Strategy

Part 1 – Strategy

March 2025

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1. Introduction

The City of Fremantle Local Planning Strategy comprises:

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

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

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

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

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

The local planning strategy forms the strategic basis for the review and update of the City of Fremantle's Local Planning Scheme No. 4 (LPS 4). It draws on and uses the principles of the 2001 Local Planning Strategy, which formed the basis of LPS 4 when it was prepared. The Local Planning Strategy plans for a 10–15-year timeline.

2. Vision

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

- Liveable City

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

- Thriving City

A thriving city with a prosperous and innovative economy.

- Creative City

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

- Resilient City

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

- Inclusive City

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

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

"A unique, resilient and liveable city where everyone belongs."

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

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

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

3. Issues/Opportunities

3.1 Overview

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

State Planning Framework Theme	Corresponding Strategic Community Plan Theme Objectives
Community, urban growth and settlement	• Sustainable growth in city centre population • Sustainably designed and optimised urban and natural environments • A unique built heritage and history that is preserved, protected and shared
Economy	• Vibrant and active city centre • A resilient seven-day economy
Environment	• A focus on planning for a stronger and more resilient future • An educated and empowered community that seeks to mitigate the causes and effects of climate change
Infrastructure	• Connected city • Industry-leading community arts facilities and programming • Functional and inclusive recreational facilities • A future-proofed asset base that remains functional and accessible to the community • A safe and accessible community for all abilities

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

3.2 Community, urban growth and settlement

The City's rich Aboriginal history and breadth and quality of historic heritage places and traditional streetscapes are regarded

as a significant asset that sets Fremantle apart from many other localities in Perth. These places contribute to not just Fremantle's but Western Australia's sense of place. As such, the City's history and heritage attributes are regarded as an attraction and opportunity to develop and evolve with contemporary history, while not forgetting the past.

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

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

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

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

Table 1: Dwelling forecasts by suburb 2016-2036

Prepared by .id the population experts, July 2023

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

3.2.1 Planning response

To promote diverse, affordable, accessible and safe communities, the City is planning for future development that is well located and serviced, sympathetic to the character, history and heritage of the place, and provides for housing, open space and community facilities to suit the needs of existing and future communities.

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

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

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

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		b. Consider whether structure plans for the following areas should be extended, amended, or allowed to lapse, with any areas of full buildup normalised into the scheme. In amending or creating new structure plans, consider addition of minimum yields and collaborate with adjoining local governments (where relevant) to coordinate planning objectives: i. DA1 – Knutsford Street East, Fremantle ii. DA4 – Swanbourne Street, Fremantle iii. DA6 – Wool Testing and Sealanes, South Fremantle iv. DA7 – Lefroy Road Quarry, Beaconsfield. v. DA18 – 9-15 McCabe Street	Reference: SPP7.2, P&P @3.5 million, Central Sub-regional planning framework Part 2: 3.6 Structure plans	Short Term (1-5 years)	All
		c. Investigate how outcomes of the Heart of Beaconsfield Masterplan can be addressed through the local planning framework, including additional district level recreational space reflective of growing population and community need.	Reference: Draft SPP 2.3 Part 2: 4.2.5: Public open space and community facilities	Short Term (1-5 years)	D

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	ii. Provide a centre hierarchy reflective of future need taking into account population growth, changing retail environment and existing and local context and supporting walkable transit oriented structure.	d. Following activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation.	Reference: SPP4.2, P&P @3.5 million, Central Sub-regional planning framework, SPP7.2, CoF SCP Part 2: 4.2.4 Activity centres, 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All
		e. Monitor the North Fremantle and McCabe Street Areas for potential to create a new Neighbourhood or Local Centre based on residential development uptake and retail needs, and collaborate with adjoining local governments to ensure coordinated planning and service delivery.	Reference: SPP 4.2, P&P 3.5 Million Part 2: 4.3.1 Activity centres	Medium term (5-10 years)	B, C
		f. Promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network and reduces use of cars.	Reference: SPP4.2, Liveable Neighbourhoods and 1.5 Bicycle Planning, CoF SCP Part 2: 4.2.2 Built form and character	Ongoing (throughout the life of the LPS requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
2. Housing	iii. Accommodate diverse housing (including adaptable, accessible and affordable), in well serviced locations, which meet or exceed infill targets and demographic need.	g. Ensure a mix of densities throughout the City, accommodating differing housing typologies, by primarily considering medium to high density residential development on redevelopment sites.	Reference: DCP1.6 Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All
		h. Undertake a housing needs analysis to identify future needs, including affordability, diversity and aged care requirements, and investigate incentivising needs from the strategy into the local planning framework.	Reference: Residential Accommodation for Ageing Persons Position Statement Part 2: 4.2.1 Housing	Short (1-5 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		i. Investigate innovative housing models that address local context and values, and support density of population and housing affordability, through low impact infill in established neighbourhoods including: i. Undertake a review of Freo Alternative and seek to implement outcomes of the investigation through subsequent scheme and/or R-Code reviews for the localities. ii. Identify any non-conforming density sites and subsequent opportunities for redevelopment.	Reference: SPP7.3, DC1.6 Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Short (1-5 years) to Long term (10– 15 years)	All
		j. Review the effectiveness of the City's split coding provisions and locations to ensure a balance between density and sustainability outcomes.	Reference: P&P @3.5 million, Central Sub-regional planning framework, PS Residential Accommodation for Ageing Persons. Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		k. Ensure strategy and scheme remains effective and achievable by monitoring development rates and periodically review feasibility constraints and impediments to uptake.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All
		l. In collaboration with the Department of Communities (landowner), review the zoning of Lot 125 (No. 100) Hampton Road, Fremantle. Consider rezoning if redevelopment of the site is not being pursued.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2: 4.2.1 Housing, 3.6 Structure plans	Medium term (5-10 years)	
	iv. Provide a variety of housing options to support the needs of the community	m. Investigate opportunities within the local planning framework to incentivise housing diversity, particularly for affordable housing, aged and dependent persons dwellings and universally designed and adaptable dwellings for aging in place and people with a disability. This may include plot ratio or building height and/or consideration of acceptable development standards.	Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		n. Advocate for affordable and social housing initiatives to be embedded in the state planning framework.	Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	
		o. Create design guidance or policies for alternate housing types that are currently absent from the planning framework, such as student housing, co-living, etc.	Reference: Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	
3. Built form and Character	v. Continue to protect Fremantle's Aboriginal and historic heritage and support adaptive reuse of heritage buildings	p. Work with relevant agencies to identify additional Aboriginal heritage sites and increase awareness of existing sites.	Reference: SPP3.5, CoF SCP Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		q. Ensure up to date local heritage protection and increase clarity over protection requirements and opportunities for adaptive reuse. This work will include continual reviews of, and updates to, the City's Heritage List, Heritage Areas, Local Heritage Survey and associated policies including specific heritage area policies.	Reference: SPP3.5, Part 2: 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
		r. Maintain, update and review conservation plans for City-managed buildings.	Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All
		s. Maintain the City's unique streetscape character in all suburbs. Review streetscape policy requirements which recognise historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.	Reference: SPP3.5 Part 2: 4.2.2 Built form and character, 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
	vi. Promote high design quality in significant new buildings	t. Investigate the suitability of utilising scheme provisions to support Design Review input into significant developments, including to review design principles and terminology to align with SPP 7.0.	Reference: SPP7.0 Part 2: 4.2.2 Built form and character	Short term (1 - 5 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	vii. Promote high quality public spaces and street interface	u. Provide clear framework for complementary public-private interface by developing Public Realm Plan at precinct scale, focusing on centres.	Reference: Part 2: 4.2.4 Built form and character	Long term (10 – 15 years)	All
4. Public Open Space and Community Facilities	viii. Maintain a network of high- quality parks and reserves adequate to service the needs of a growing population.	v. Undertake a detailed needs analysis of public open space to determine whether a shortfall will exist with increased density, and investigate cash-in-lieu of public open space contribution options to cater for population increase.	Reference: Part 2: 4.2.6 Public open space and community facilities.	Medium term (5-10 years)	All
		w. Consider removal of historic residential density codes over Open Space reserves under the scheme.	Reference: SPP2.0, DCP 2.3 Part 2: 4.2.5 Public open space and community facilities.	Short term (1 - 5 years)	All
5. Planning framework	ix. Ensure consistency and continued improvement of the planning framework	x. Ensure local planning policies (LPPs) remain useful and relevant, and consistent with local and state planning intentions by progressively and continuously reviewing, updating and repealing (if applicable) all LPPs.	Reference: All SPP particularly SPP7.3, CoF SCP Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		y. Investigate zoning anomalies on the Scheme Maps and identify appropriate zones or reservations accordingly: i. Portion Lot 100, 45 Henderson,Street Fremantle ii. Portions Lot 72, 2 Barker Street,North Fremantle iii. Lot 26, 44 Tydeman Road, North Fremantle iv. Portions Lot 71, 50 Tydeman Road, North Fremantle (Railway Hotel Site) v. Lot 66, 74 Parry Street, Fremantle (ROW) vi. Lots 5 and 503, 92 South Terrace,Fremantle vii. Lots 1850, 1851, 1852, 94 South Terrace	Reference: MRS, CoF SCP Part 2: 4.2.6 Planning framework	Short (1-5 years)	All

		z. Work with the WAPC and other relevant State government agencies to investigate MRS anomalies and improve the planning framework. This may include: i. Reviewing regional reserves over Victoria Quay and Fremantle Fishing Boat Harbour in the context of redevelopment plans. ii. Reviewing disconnected parts of the regional road network, potentially in conjunction with advocacy for a 'green road' category focused on public transit. iii. Working together with Main Roads, DPLH, Department of Transport and Major Infrastructure and private landowners to resolve the preferred Curtin Avenue alignment and its reservation. iv. Assess the adequacy of the Leighton–Port Beach foreshore reserve and investigate potential expansion to respond to modelled coastal processes and future recreational needs, in partnership with neighbouring local governments to support coordinated coastal planning and management.	Reference: MRS, CoF SCP Part 2: 4.2.6 Planning framework	Short (1-5 years) to Long term (10- 15 years)	B,C

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		v. Reviewing the Industrial zoning of residential properties in O'Connor.			
		aa. Advocate to, and work collaboratively with, DPLH to advance proposals on strategic sites: i. Fremantle Oval ii. Possible extension of Norfolk Street and the potential redevelopment of the Italian Club site, subject to MRS amendment/rezoning.	Reference: MRS, DCP5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space, CoF SCP Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	A
		bb. Ensure energy and water efficiency incentives are effective by maintaining and periodically reviewing incentives for energy and water efficiency, and other sustainability measures, through the scheme or local planning policies.	Reference: CoF SCP Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All
		cc. Ensure alignment with planning regulations by updating Local Planning Scheme to further align with Planning regulations and statewide model scheme text.	Reference: CoF SCP Part 2: 4.2.6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

3.3 Economy and employment

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

Activity Centres

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

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

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

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

Port

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

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

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

Industry and Other Centres

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

3.3.1 Planning response

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

1 Activity Centres

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

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

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

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

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

2 Port

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

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

3 Industry

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

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

suitably zoned and serviced land for commercial activities and services.

This includes facilitating opportunities for local employment, tourism, healthcare and knowledge-based industry as well as avoiding land use conflicts by separating incompatible uses through zoning and the provisions of buffers (i.e. Fremantle Port and O'Connor buffers).

Table 3: Economy and Employment – Planning Directions and Actions

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

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		e. Utilise the City Plan: City Centre to inform future Precinct Structure Planning or subsequent stages of planning, where relevant.	Reference: Draft SPP4.2, CoF SCP Part 2: 4.3.1 Activity centres	Long term (10– 15 years)	A
		f. Increase attractiveness of Fremantle as a destination, and economic and tourism focal point by advocating (e.g. to state government and other agencies) for place-making design interventions to: i. better connect the City Centre with its waterfront; ii. improve legibility and connectivity between tourist destinations within the City; and improve legibility and connectivity to tourist destinations outside the City such as Cottesloe, Perth and Coogee Beach.	Reference: SPP7.3, Perth and Peel @3.5mil, CoF SCP Part 2: 4.3.1 Activity centres, 4.5.1 Transport network, 4.5.6 Tourism	Ongoing (throughout the life of the LPS, requiring regular review)	A, B, C
	ii. Maintain a functional network and hierarchy of centres to service the local population and maintain a 'walkable' urban form	g. Avoid out of centre commercial/retail development, where it may undermine the viability of established hierarchy of centres.	Reference: SPP4.2. CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		h. At detailed planning stages, such as site specific scheme amendments or structure planning, review opportunity for new local centre / local store in Knutsford and McCabe Street Development Areas in coordination with neighbouring local governments to ensure alignment with broader planning objectives and community needs.	Reference: SPP4.2. CoF SCP Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment	Short term (1– 5 years)	
		i. Review retail needs and investigate ways to fulfill such needs through the planning framework for: i. the South Fremantle centre to potentially expand into a district centre and fill gaps in other centres; ii. other centres to fill identified retail gaps.	Reference: SPP4.2 Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment	Medium term (5 – 10 years)	All

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

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

2. Port	iv. Recognise the economic significance of the port and maritime functions and participate in work that advocates for good economic, environmental and social outcomes.	m. Utilise the City Plan: City Centre to identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including advocating to relevant State government authorities for investigations into: i. Rail Crossing Improvements – to connect City to Waterfront, including but not limited to: • Cliff Street/Phillimore Street intersection; • Fremantle Train Station pedestrian crossing (west of station); and • Parry Street proposed vehicle crossing. ii. Victoria Quay Activation. iii. Further consideration of Future of Fremantle governance structure to support meaningful City input. iv. Integration of Future of Fremantle planning with extant North Fremantle local centre and City Centre.	Reference: MRS, CoF SCP Part 2: 4.3.2 Employment, 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review)	A

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		n. For Arthur Head Precinct: Work with Fremantle Ports, Department of Planning, Lands and Heritage and Department of Transport and Major Infrastructure to explore opportunities to enhance understanding of heritage and social significance, and improve precinct's function as a key node in the City Centre, and interface between Fishing Boat Harbour, Bathers Beach, Victoria Quay and West End.			A
		o. Work collaboratively with Fremantle Ports to support the continued transformation of Victoria Quay into a vibrant waterfront destination for tourism and trade, to support increased visitation, recreation and employment that is complementary to the broader City Centre	Reference: MRS, CoF SCP Part 2: 4.3.2 Employment, 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review)	A

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

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

3.4 Environment

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

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

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

3.4.1 Planning response

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

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

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

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

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

Table 4: Planning Directions and Actions

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		b. Review energy efficiency criteria for density bonuses and explore opportunity to incentivise energy efficient building where appropriate.	Reference: Western Australian Climate Policy, CoF SCP, LPS4 and LPP Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All
		c. Continue to support initiatives that reduce carbon footprint of urban development.	Reference: Western Australian Climate Policy Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All
2. Natural Areas & Vegetation	ii. Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.	d. Where regional or local reservations are managed by the City, ensure management practices are aligned with the intent of the City's Greening Fremantle Strategy 2020 and Urban Forest Plan.	Reference: SPP2.0, SPP2.8, OP5.3, CoF SCP Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		e. When considering structure plan and development proposals, advocate for connected network of natural/green open spaces as per Greening Fremantle Strategy.	Reference: SPP2.0, SPP2.8, CoF SCP, Greening Fremantle strategy Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All
		f. Advocate to Main Roads WA and work with DPLH to review and potentially expand Clontarf Hill reserve boundary (R21680) to reflect the Aboriginal Cultural Heritage Register Place 18332 north of Healy Road, existing local planning scheme reservation and/or undeveloped land that could be included in the reserve, to ensure that areas of environmental and Aboriginal heritage significance are protected.	Reference: SPP2.0, SPP2.8 Part 2: 4.4.2 Natural areas.	Medium term (5 – 10 years)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		g. Consider local foreshore assessments and CHRMAPs of estuaries to determine impact of estuary level rise on built and natural foreshore assets. Use as a basis to inform adaptive management measures and consideration of the potential to expand foreshore areas.	Reference: OP2.2, CoF SCP Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All
		h. Consider how the local planning framework may be able to enhance landscaping requirements for private development to promote increased tree canopy. Includes reviewing the Significant Tree and Vegetation Areas register and the Tree Protection planning policy for efficacy and investigating other options for tree protection and canopy increase.	Reference: Part 2: 4.4.2 Natural areas	Short term (1-5 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
3. Water Resources	iii. Protect water resources and promote best practice management	i. Explore how the local planning framework can support reduced water use and improved management of water cycle. Consider promoting application of integrated urban water management solutions in new development and, in conjunction with the Water Corporation, infrastructure upgrades where required.	Reference: SPP2.0, SPP2.9,PSG Western Australian Climate Policy Part 2: 4.4.3 Water resources	Ongoing (throughout the life of the LPS, requiring regular review)	All
		j. Minimise impact of development on river water quality and reduce flood risk by considering need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River, and define any necessary mitigation responses.	Reference: SPP2.9, SPP3.4	Long term (10 – 15 years)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
4. Coastal Protection	iv. Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.	k. Identify whether there are areas outside of the Leighton and Mosman Park Beaches Coastal Adaptation Plan at risk of coastal impacts, including collaborating with adjoining local governments to define any necessary mitigation responses.	Reference: SPP3.4, SPP2.6, SPP3.4 Part 2: 4.4.4 Coastal protection	Medium term (5 – 10 years)	

		l. Coordinate with adjoining local governments to promote implementation of the City's Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan, which includes the following actions: i. incorporate a special control area for vulnerable coastal areas; ii. develop local policy to manage coastal settlement planning; iii. develop foreshore management plans that include comprehensive policy guidance for temporary development and land use within the coastal foreshore reserve; iv. liaise with the WAPC to request review of the State Coastal Planning Guidelines and review regional plans and strategies to facilitate an appropriate response; and v. request changes to the MRS where needed to support adaptation decisions and	Reference: SPP3.4, SPP2.6 Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		deliver appropriate strategies.			
5.Contamination	v. Recognise long term constraint to development posed by contamination and support responsible management of contaminated sites pending their remediation	m. Ensure contaminated areas are managed in a safe manner by continuing to apply state legislation & liaise with referral agencies on potentially contaminated sites.	Reference: Part 2: 4.4.6 Contamination	Ongoing (throughout the life of the LPS, requiring regular review)	All
		n. In collaboration with DWER, consider interim uses for Hollis Park & South Fremantle Landfill site which do not restrict long term redevelopment potential and pending resolution of long-term constraints (contamination).	Reference: Cockburn Coast DSP, PSG Renewable energy facilities	Long term (10 – 15 years)	
6. Bushfire prone areas	vi. Continued application of the SPP and management of bushfire prone areas in the City	o. Manage and plan for bushfire hazards by avoiding further land-use intensification in bushfire prone areas unless adequately managed.	Reference: SPP3.4, SPP3.7 Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All
		p. Manage using best practice of bushfire prone sites by continuing to apply SPP and manage bushfire prone areas under the City's control.	Reference: SPP3.4, SPP3.7, Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All

3.5 Infrastructure

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

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

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

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

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

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

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

3.5.1 Planning response

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

1. Transport

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

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

Table 5: Infrastructure - Planning Directions and Actions

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

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

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

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

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

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

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		p. Investigate a Special Control Area for electricity transmission infrastructure and a trigger for Western Power referral during the development process when development is proposed near terminals and substations.	Reference: Part 2: 4.5.4 Servicing	Short term (1-5 years)	
5.Telecommunication	vii. Support efficient telecommunications network and provision for growing demands	q. Assist to facilitate the policy outcomes of State Planning Policy 5.2 – Telecommunications Infrastructure by updating the City's scheme and local policy, which may include considering a scheme amendment to ensure Telecommunication Infrastructure is not designated as a 'use not permitted' (X) in any zone in the zoning table.	Reference: SPP5.2 Part 2: 4.5.3 Telecommunications	Short term (1-5 years)	All

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

4. Planning areas

4.1 Overview

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

4.2 Planning Areas

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

4.2.1 Activity Centres

Fremantle City Centre – Strategic Centre

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

The western end of Victoria Quay presents a distinct opportunity within the City Centre as an area that has been converted from active port into a public space. This area has already seen several significant developments and has the potential to offer much more in terms of employment and amenity.

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

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

immediate surroundings, will inevitably intensify the demand for services in Fremantle City Centre over the next 15 years and beyond.

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

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

In addition to objectives and outcomes relating to economic, infrastructure and community issues, the City Plan: City Centre includes the following planning objectives:

- Encourage context-sensitive, high-quality development that protects what makes Fremantle unique and special.
- Plan for significant public realm and infrastructure investment to support increased density and activity.
- Protection of our existing heritage areas and places is a major priority.

Planning actions within the City Plan have been incorporated into the table below.

To achieve these, further detailed planning is required within the lifetime of the Strategy. Primarily this may involve developing a Precinct Structure Plan and implementing any local planning scheme changes or developing or amending local planning policies as required.

Figure 1: City Plan: City Centre Area

Table 6: City Centre Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
A Activity Centre - Strategic	Fremantle City Plan: City Centre Area	As Perth's second city, ocean gateway, and a vibrant contemporary place, Fremantle's City Centre plays a leading role in supporting urban and economic development on a regional scale. The focus is on optimising employment opportunities, supporting a resilient 7-day-a-week economy, facilitating land use diversification, and accommodating residential intensification.	a) Guided by the outcomes of the City Plan: City Centre and the State Planning Framework, develop a Precinct Structure Plan and/or new scheme provisions or policies. b) Consider how a Precinct Structure Plan can capture outcomes of the Fremantle Oval redevelopment project. c) Rationalise any zoning, land use and height anomalies, as required. d) Review Planning Scheme and Activity Centre Plan to better support and attract City Centre housing. e) Identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including advocating to relevant State government authorities for investigations into: • Fishing Boat Harbour and Norfolk Street Extension. • Fremantle Oval Redevelopment Project. • Housing Affordability, densification and residential uplift in City Centre. f) Implement CoF internal Whadjuk Noongar engagement protocol guidelines to improve community consultation outcomes. g) Investigate opportunities to expand	• Density ranges • Bonus height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Links to the Harbour and Victoria Quay • Special entertainment noise precinct • Urban Design • Access and inclusion • Parking management • Developer contributions • CHRMAPS and flooding events	Part 2: 3.9: City Plan: City Centre 4.3.1 Activity centres	Long term

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			heritage area policy protections across different areas within the City Centre. h) Investigate the opportunity to create a shared public space in the train station forecourt where vehicles are slowed, pedestrians are prioritised, and green space is improved in tandem with enhancing Pioneer Park and retrofitting or replacing the Spare Parts Puppet Theatre with a multifunctional community and cultural space. i) Review Planning Scheme and Activity Centre Plan to better support and attract City Centre housing. j) Encourage larger-scale (8 storey) development in key priority development areas outside of the historic West End through zoning and planning controls. k) Consider car parking maximums and/or zero-parking developments to promote affordable, transit-oriented housing. l) Collaborate with Fremantle Port Authority to ensure alignment between Victoria Quay planning and City planning, including activation of underutilised historic sheds for commercial, creative, and tourism uses. m) Align waterfront wayfinding between City and State to create a seamless Fremantle visitor experience. n) Collaborate with other agencies to deliver cohesive waterfront access that promotes walking and cycling, including improved			

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			connections across the rail line at Cliff Street, Fremantle Station, Norfolk Street and Wardan Lane. o) Investigate shared funding models such as developer contributions to ensure sufficient recreation, streetscape upgrades, and servicing infrastructure is available to serve future communities. p) Given Fremantle's unique geology and groundwater challenges, explore adaptive, long-term solutions beyond conventional engineering defences to mitigate flood risk. q) Plan for Esplanade Reserve upgrades to cater for increased density, including the removal of the surface car park near Norfolk Street Extension. r) Given the challenges of City Centre greening—such as below-ground infrastructure and microclimatic conditions—investigate ways to strengthen on-structure greening in new developments. s) Promote best-practice sustainability and Net-Zero planning in all developments. t) Work in partnership with the State Government on updated CHAR mapping and master planning to ensure that coastal adaptation responses are effectively integrated into long-term coastal planning and resilience strategies. u) Explore special planning control zones for development areas at risk of inundation.			

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			v) Advocate for provision of minimum 20% of homes in Government housing projects are social or affordable, in line with the WA Housing Strategy 2020–2030. w) Advocate and incentivise through planning controls a diverse mixture of housing supply in the City Centre, including crisis, social, affordable, aged care, student accommodation and other affordable co-living housing typologies. x) Encourage the provision of essential community infrastructure (e.g., supermarkets, childcare, schools) to support a growing City Centre population. y) Implement planning controls to increase ground-floor active frontages that improve street-level activation and surveillance. z) Consider planning controls promoting zero-parking development in order to reduce reliance on private vehicles as the primary mode of transport to and from Fremantle City Centre and aim to shift car parking to the edges. aa) Create a cycling route around the Parry Street ring road, linking North and South Fremantle to the Perth-Fremantle PSP network. bb) Implement planning controls to ensure the provision of adequate secure end of trip facilities within new developments.			

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			cc) Develop a City Centre Parking Plan that supports parking in strategic locations and which may enable a cash-in-lieu of car parking framework to invest in demand-based management systems and consolidated multi-storey facilities around the City Centre. dd) Advocate for long-term mid-tier and/or bus priority transport planning for key routes to improve links to south and east corridors of Fremantle, including opportunity for mid-tier transport along the freight line, pending Fremantle Ports relocation. ee) Advocate for new Swan River bridges to improve connections to future North Port development, pending Fremantle Ports relocation.			

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

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

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

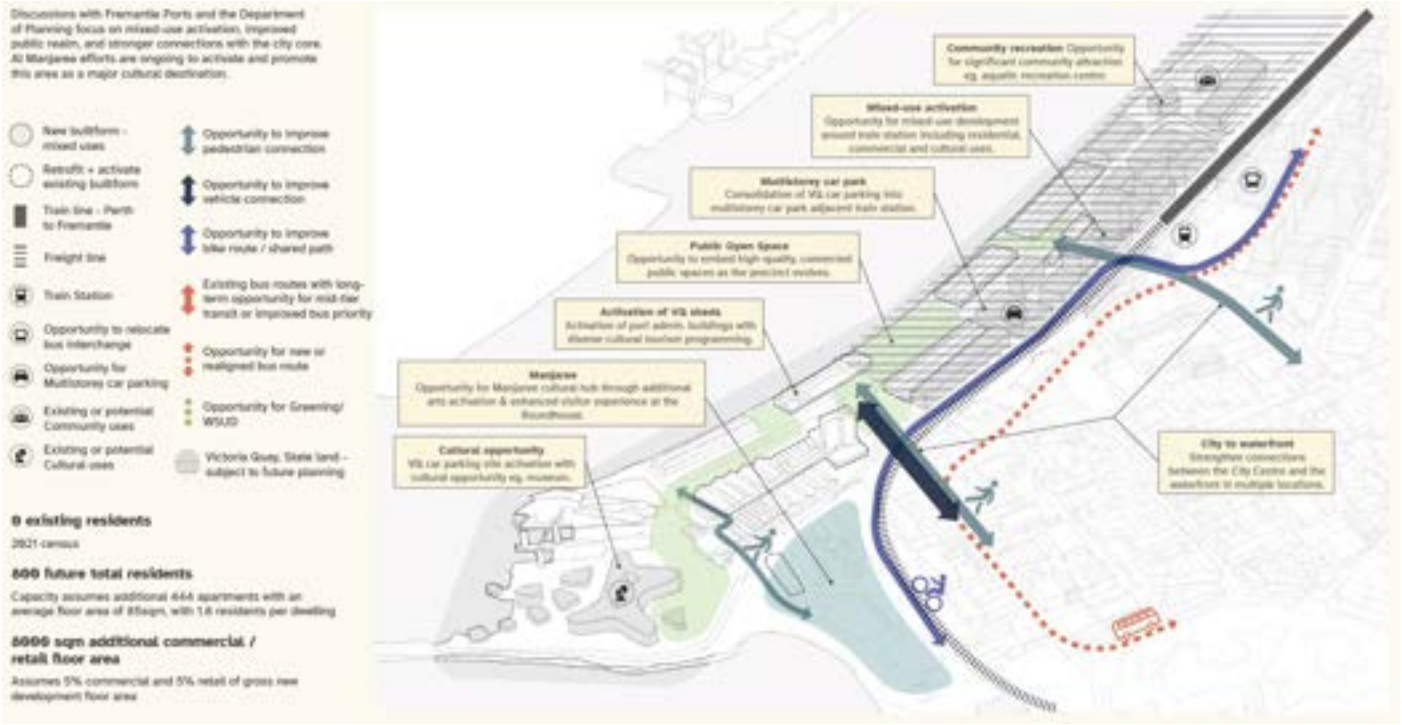


Figure 4: West End (source: City Plan)

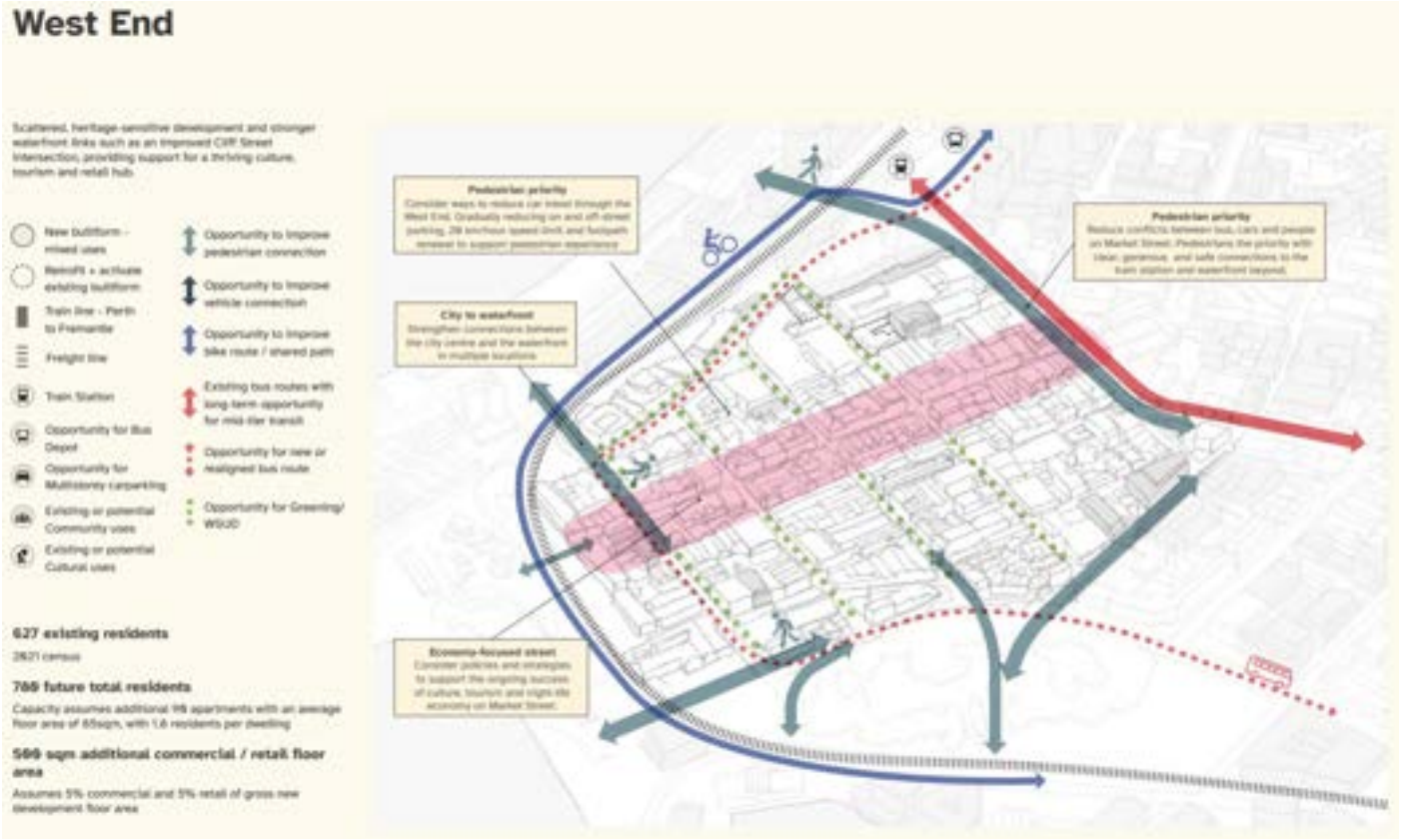


Figure 5: Fishing Boat Harbours & Esplanade Reserve (source: City Centre: City Plan)

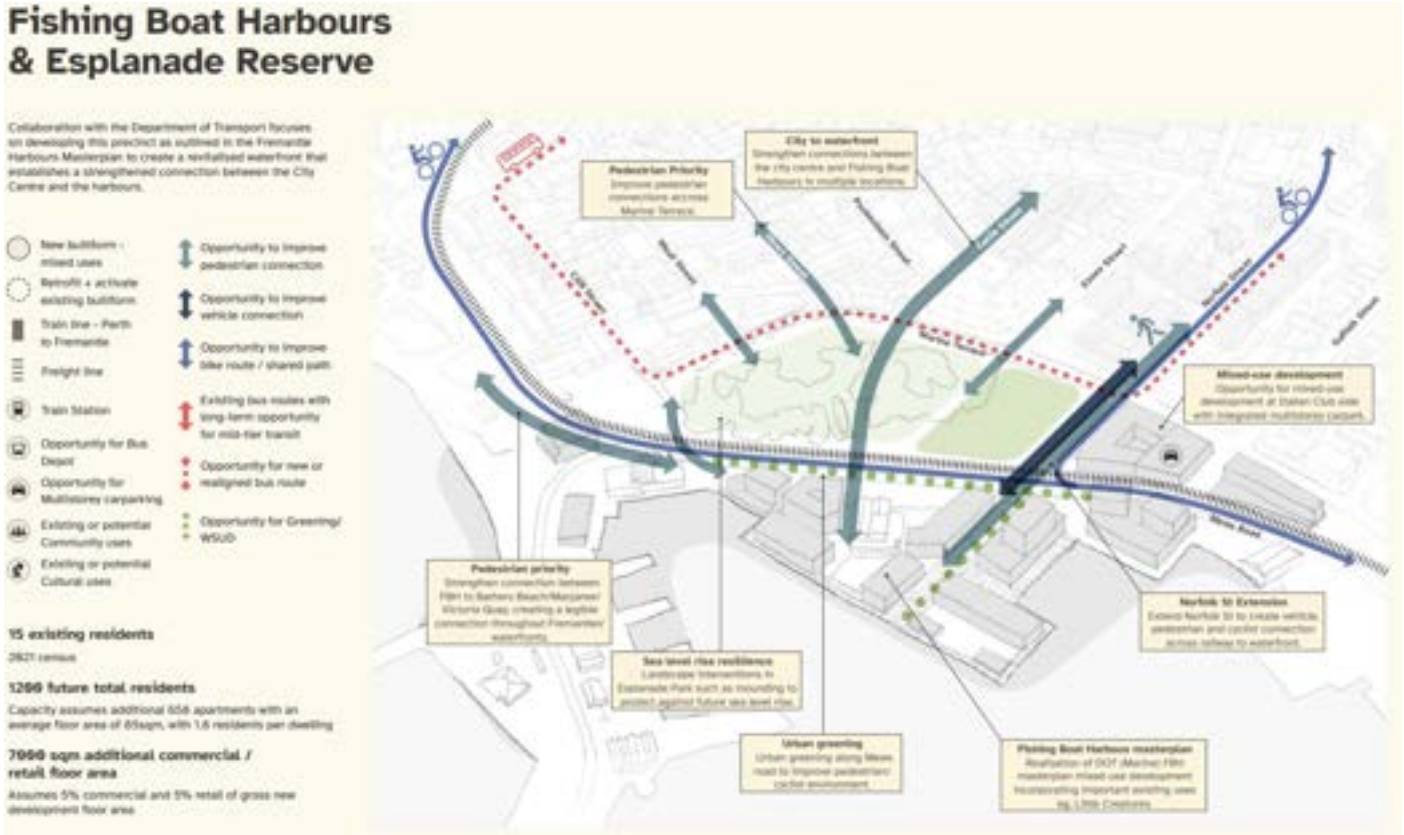


Figure 6: South Bay (source: City Centre: City Plan)

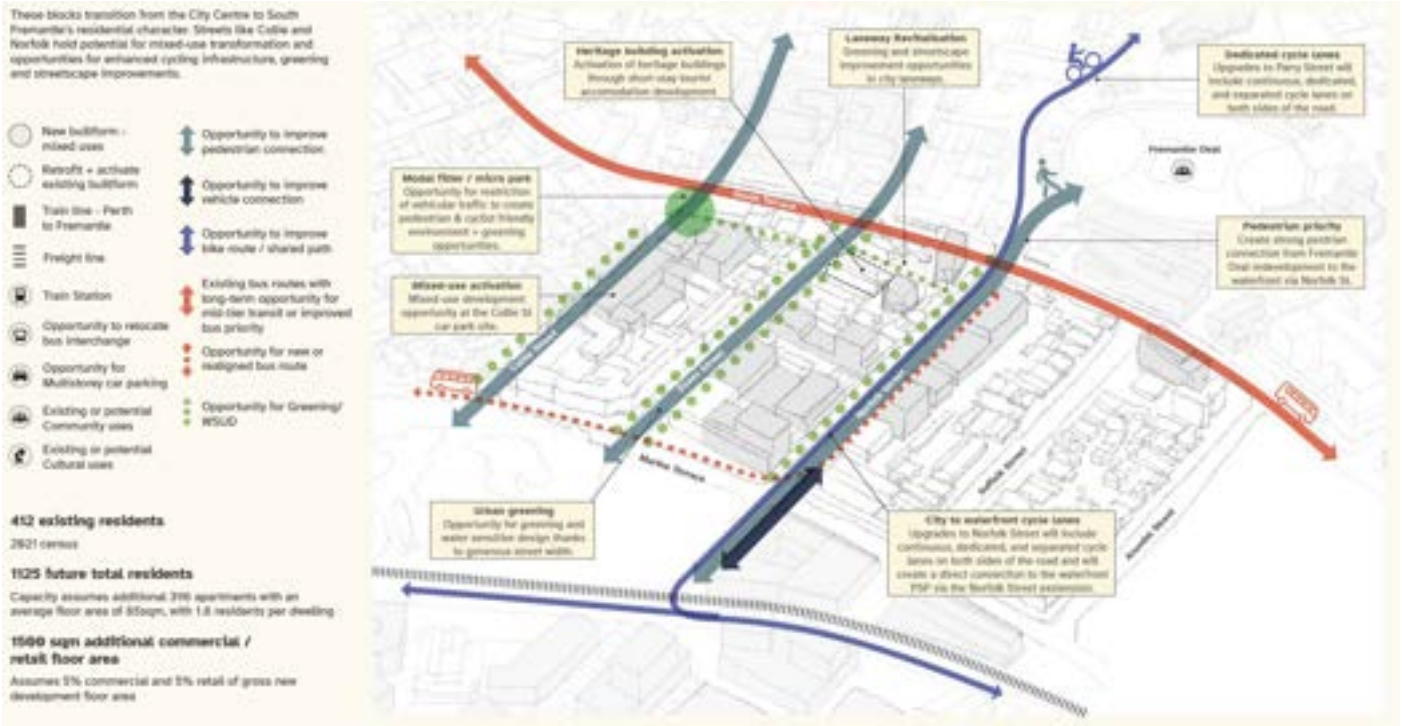


Figure 7: Fremantle Oval, Prison & Hospital (source: City Centre: City Plan)

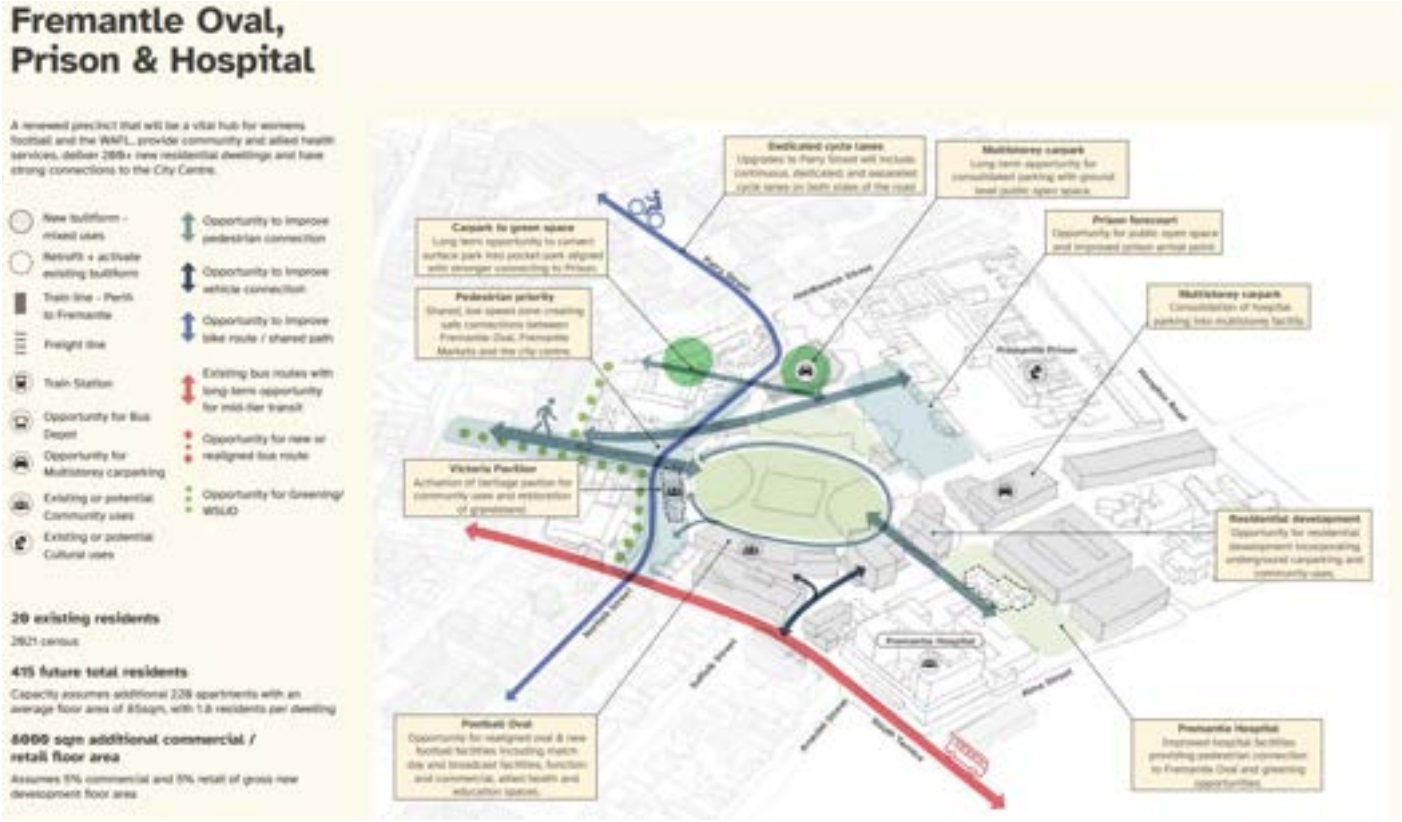


Figure 8: Walyalup Koort (source: City Centre: City Plan)

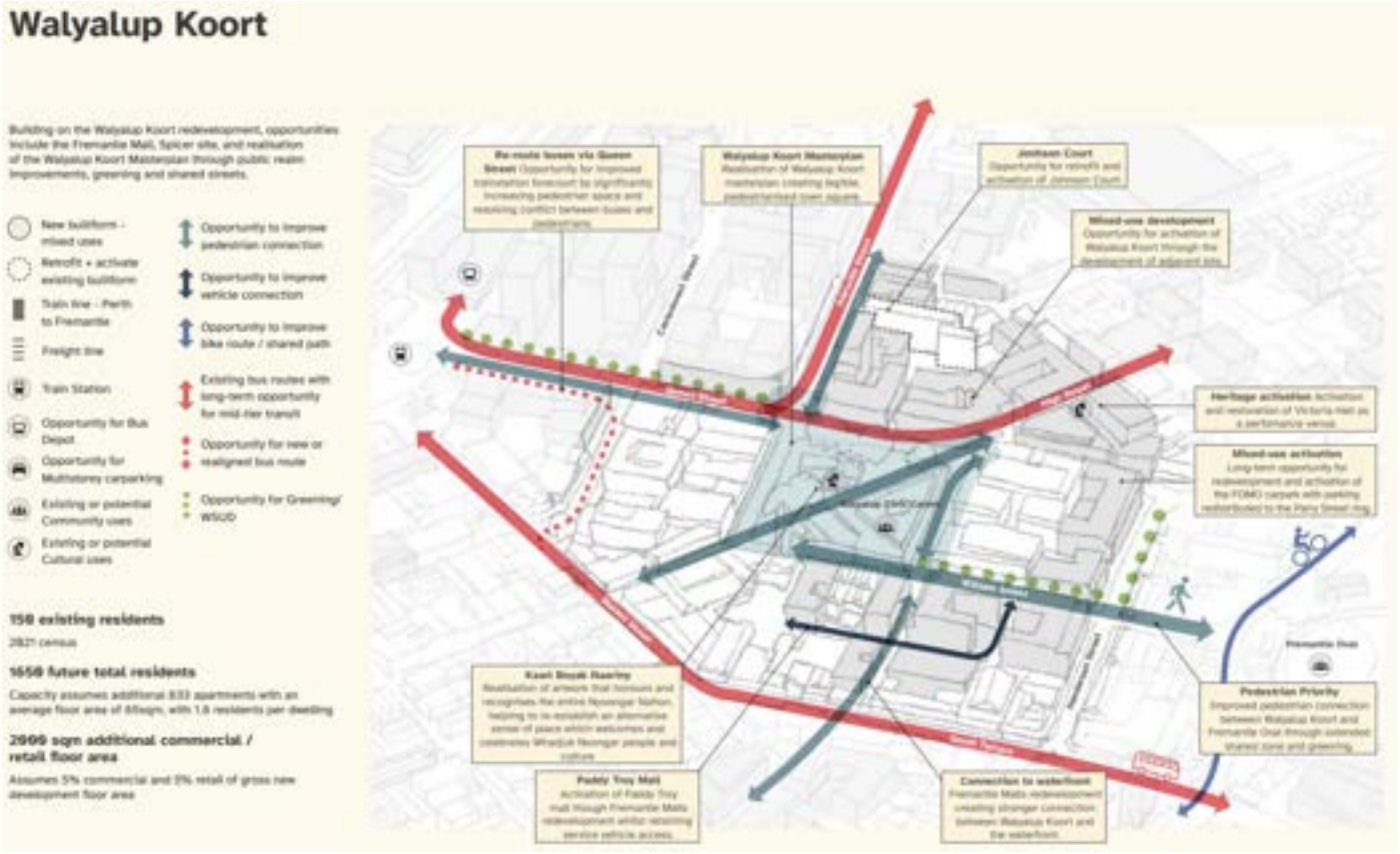


Figure 9: Train Station and Woolstores

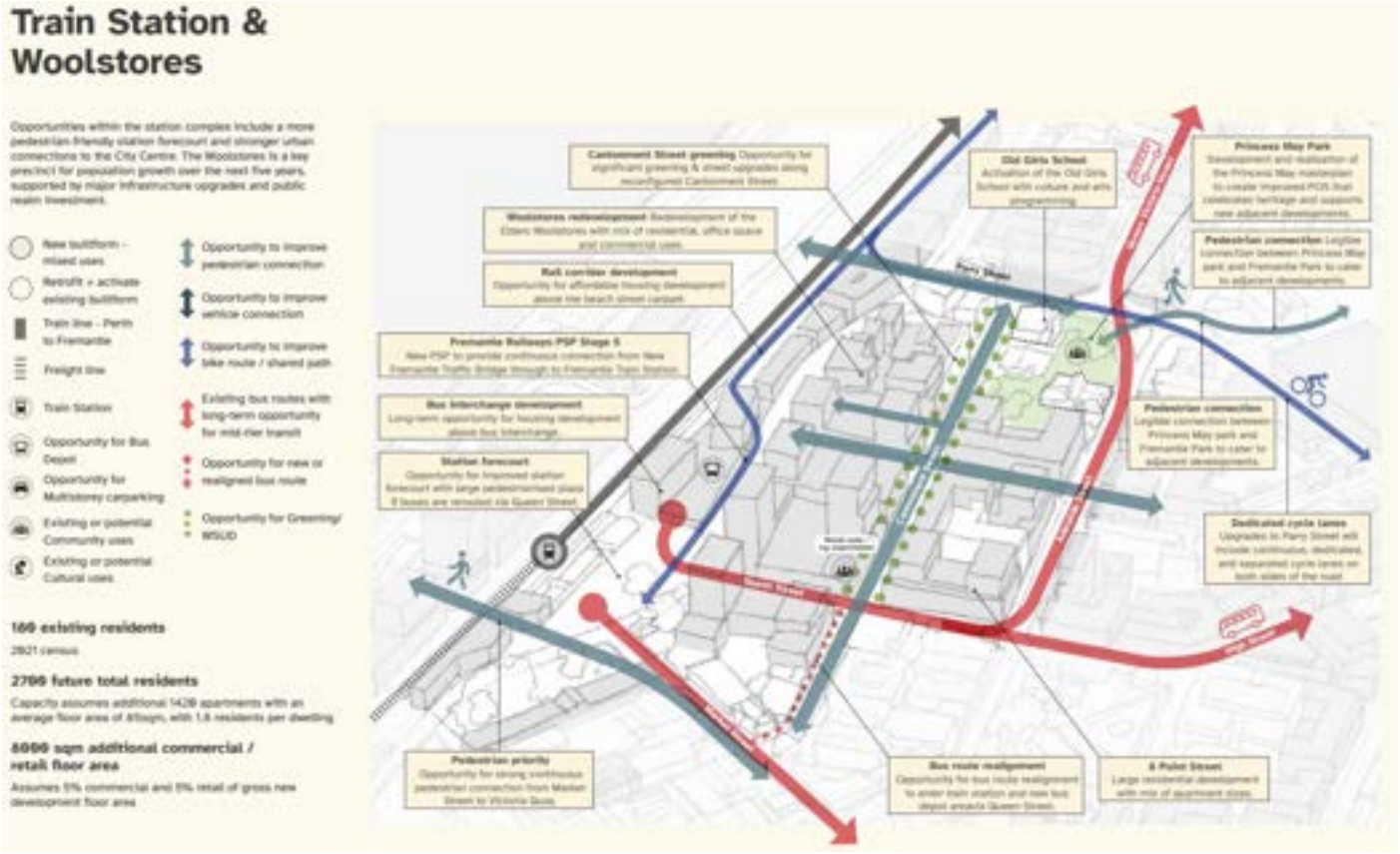


Figure 10: Northern Gateway (source: City Centre: City Plan)

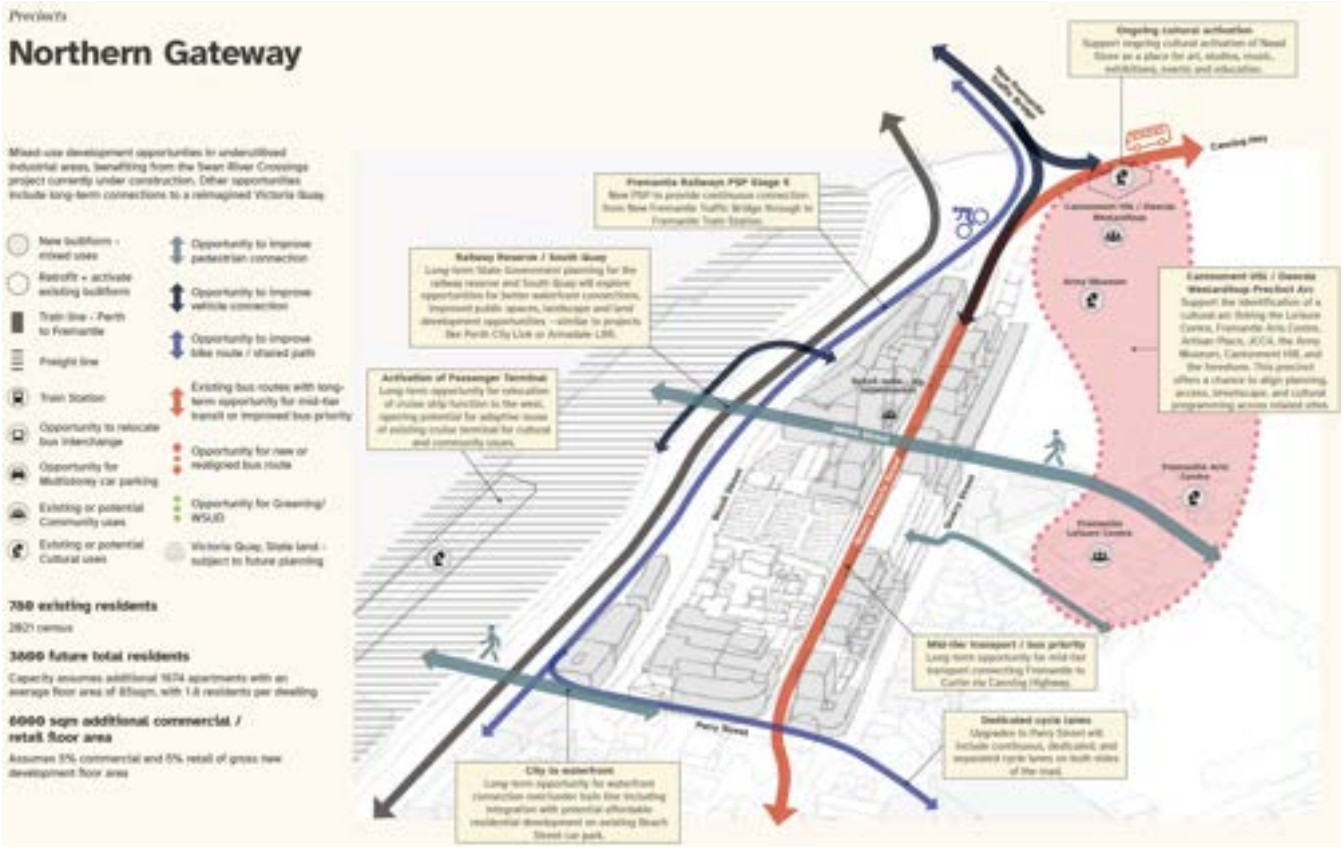
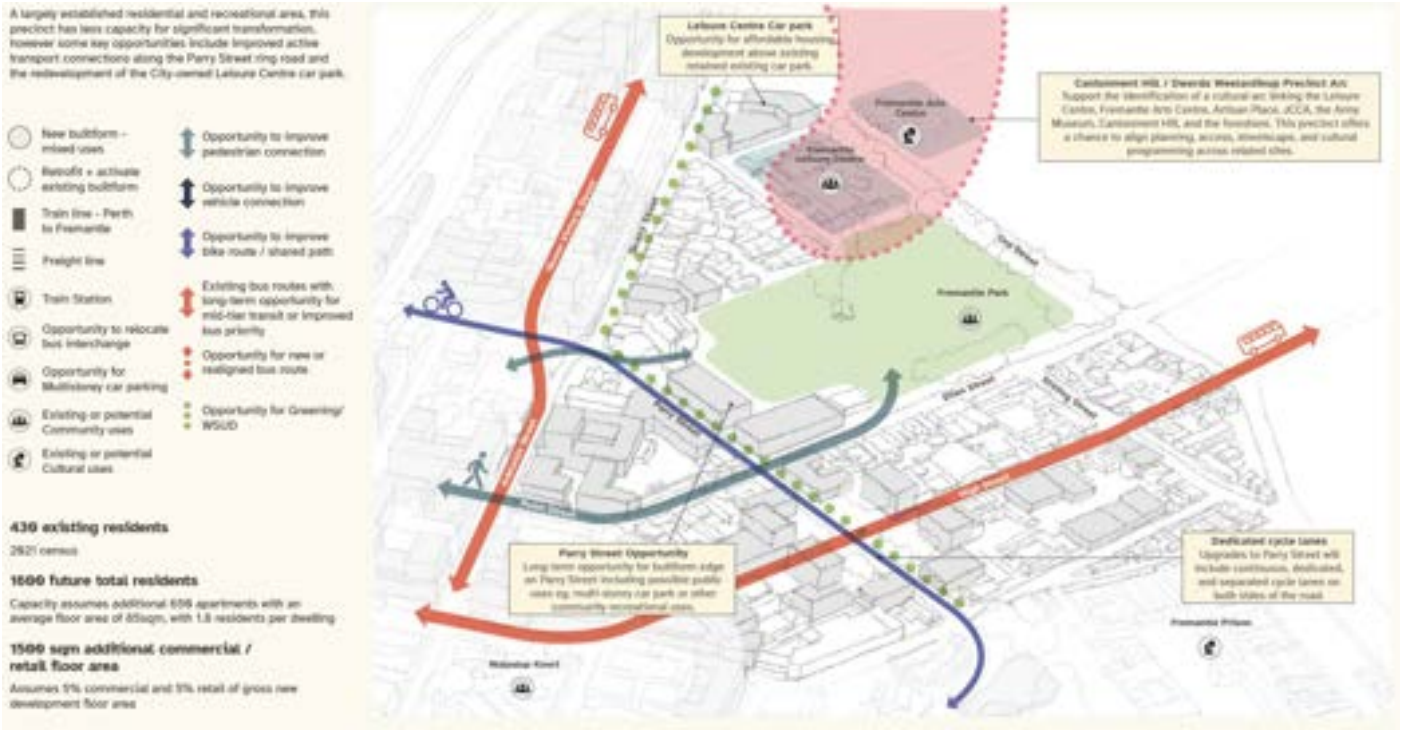


Figure 11: Fremantle Park & Queens Square (source: City Centre: City Plan)



North Fremantle District Centre

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

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

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

Figure 12: North Fremantle District Centre

Table 7: North Fremantle District Centre Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
B Activity Centre District	North Fremantle District Centre	Strive to maintain the unique character of North Fremantle, while enabling density and mixed-use development that takes into account the physical constraints and opportunities presented by the area, including its proximity to the beach, river, and port.	• Investigate introduction of a District Centre zone, corresponding objectives and land use permissibility into the scheme. • Develop a Precinct Structure Plan for the North Fremantle District Centre including collaboration with adjoining local governments, to ensure coordinated and integrated planning outcomes. • Investigate a district-level structure plan that may identify new district, neighbourhood or local centres within North Fremantle.	• Density ranges • Bonus height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Fremantle Bridge • Stirling Highway and Curtain Avenue alignments • Train station placement • Improved connections to the residential areas east of Stirling Highway. • Centres distribution	Part 2: 4.3.1 Activity Centres – District Centre	Long term

Neighbourhood, Mixed Use & Local Centre

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

The growth and revitalisation of the City Centre, along with the maintenance of smaller-scale centres, are strategic priorities for the City that, while at different ends of the scale, support a robust sustainable urban form, local character, and economic vitality. A review of future retail demand, considering evolving contexts and population growth, is essential to manage expectations and support centre scale

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

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

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

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

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Activity centre – Neighbourhood and Mixed Use Activity centre - local	Neighbourhood, Local and Mixed Use zoned land	Strengthen and define the City's lower order Activity Centre hierarchy to ensure the scheme's zones function effectively and efficiently. Avoid ribbon or out of centre commercial development	• Review the large areas of existing Mixed Use zones within the City (such as the South Terrace corridor, Hampton Road and land in proximity to Stirling Highway) to understand its function and determine whether updates are required to the local planning scheme to define Neighbourhood Centres or Local Centres in these locations.	• Appropriate density • Height requirements • Aboriginal and Historic Heritage • Preferred land uses and location of land use i.e. ground floor or upper floors • Servicing infrastructure capacity • Traffic impacts • Local character • Site specific issues	Reference: SPP7.2, CoF SCP Part 2: 4.3.1 Activity centres	Short and ongoing

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Activity centre – Neighbourhood and Mixed Use South Fremantle	South Fremantle	Facilitate South Fremantle Neighbourhood Centre as a vibrant neighbourhood centre that encompasses weekly and convenience retailing and other amenities to service the diverse needs of the local community.	• Conduct a comprehensive land use review of the South Fremantle centre to ensure zoning and development standards can accommodate future demand.	• Appropriate density • Height requirements • Aboriginal and Historic Heritage • Preferred land uses and location of land use i.e. ground floor or upper floors • Servicing infrastructure capacity • Traffic impacts • Local character • Site specific issues	Reference: SPP7.2, CoF SCP Part 2: 4.3.1 Activity centres	Medium

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

4.2.2 Future Urban Intensification Area North Fremantle Urban Precinct

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

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

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

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

Determining the extent of land required for an expanded coastal foreshore Parks and Recreation Reserve that takes into account coastal processes.

- **Coastal erosion:**

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

- **Future of Fremantle Planning:**

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

- **Remediation:**

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

- **Provision of Essential Services:**

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

- **Port Buffer considerations**

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

- **Transport and Access Considerations:**

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

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

Figure 13: North Fremantle Urban Precinct

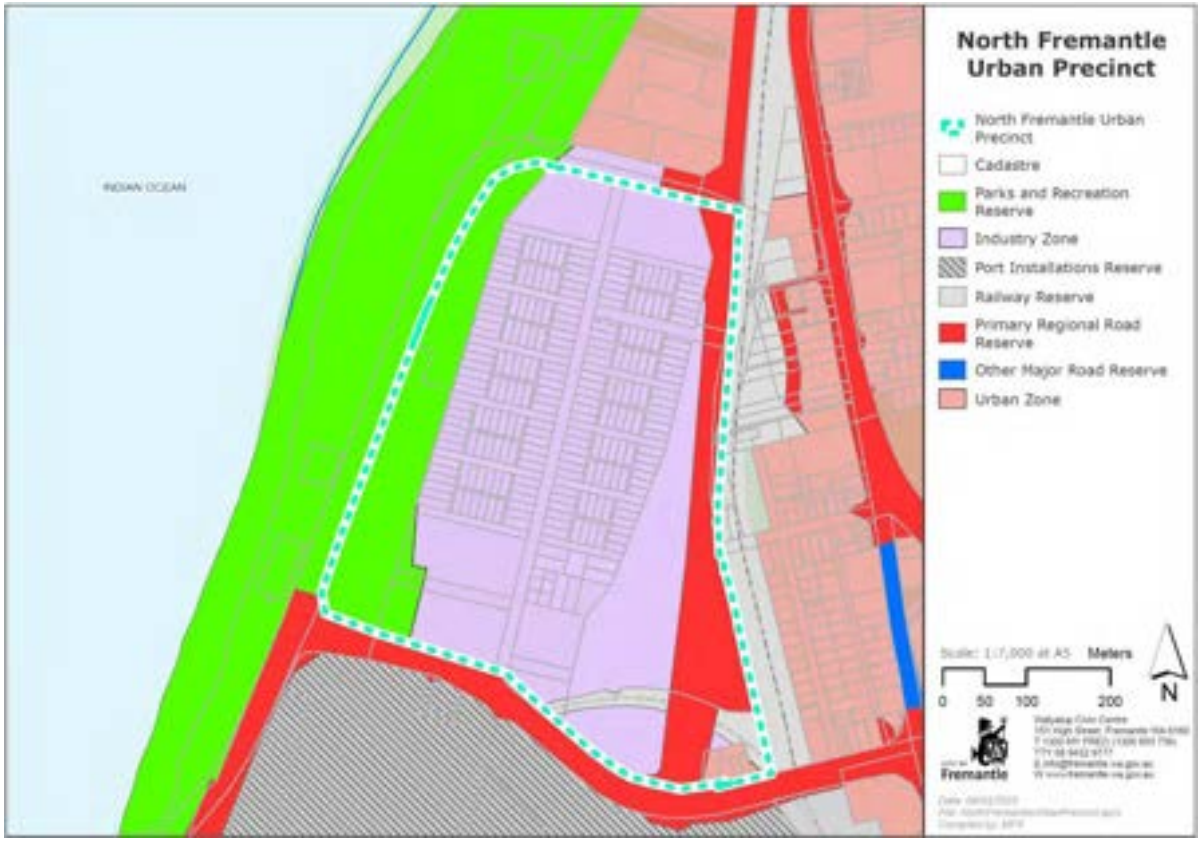


Table 9: North Fremantle Urban Precinct Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
C – Future Urban	North Fremantle Urban Precinct	In revitalisation of the subject site, advocate for proposals that will adequately reduce constraints and optimise opportunities.	Work with the WAPC and relevant stakeholders and advocate for MRS zoning proposals that adequately address key concerns for the site	• Coastal Foreshore Parks and Recreation Reserve • Coastal erosion • Future Fremantle Planning • Remediation • Provision of Essential Services • Transport and Access Considerations • Port Buffer considerations	Part 2: 4.3.1 Activity Centres – District Centre 4.3.3 Industry	Short term
			Work with stakeholders to progress local planning instruments (likely structure plan and scheme amendment) to align with the MRS.	• Density ranges • Additional height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Fremantle Bridge • Stirling Highway and Curtain Avenue alignments • Train station placement		Short to Medium term

4.2.3 Urban Corridors

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

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

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

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

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

Figure 14: Urban Corridors

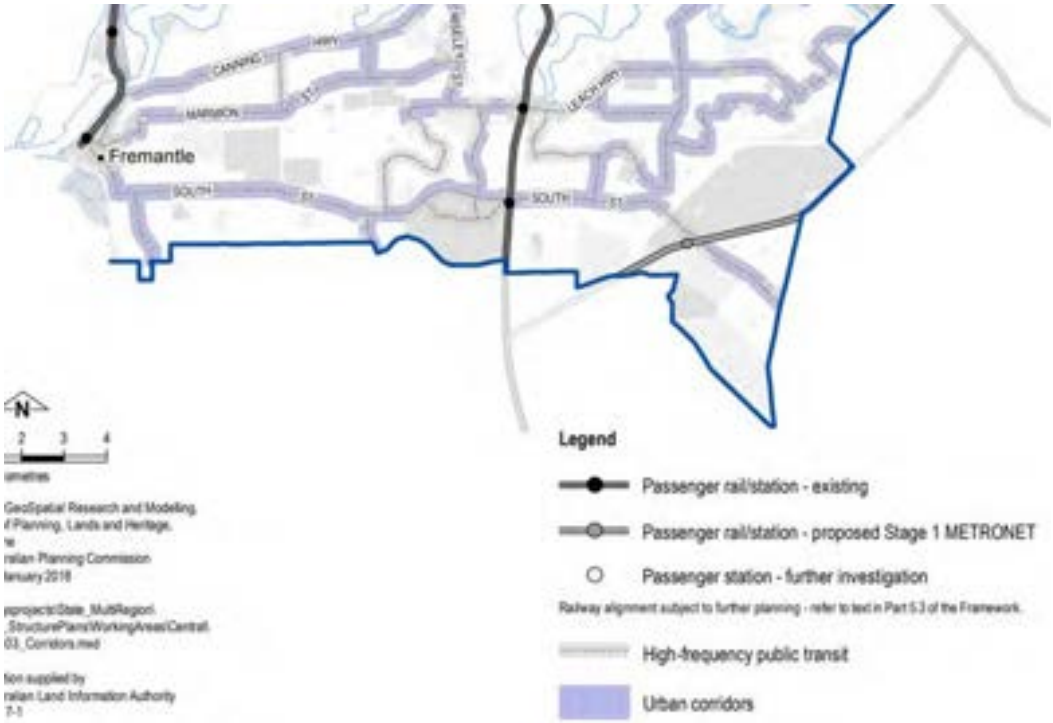
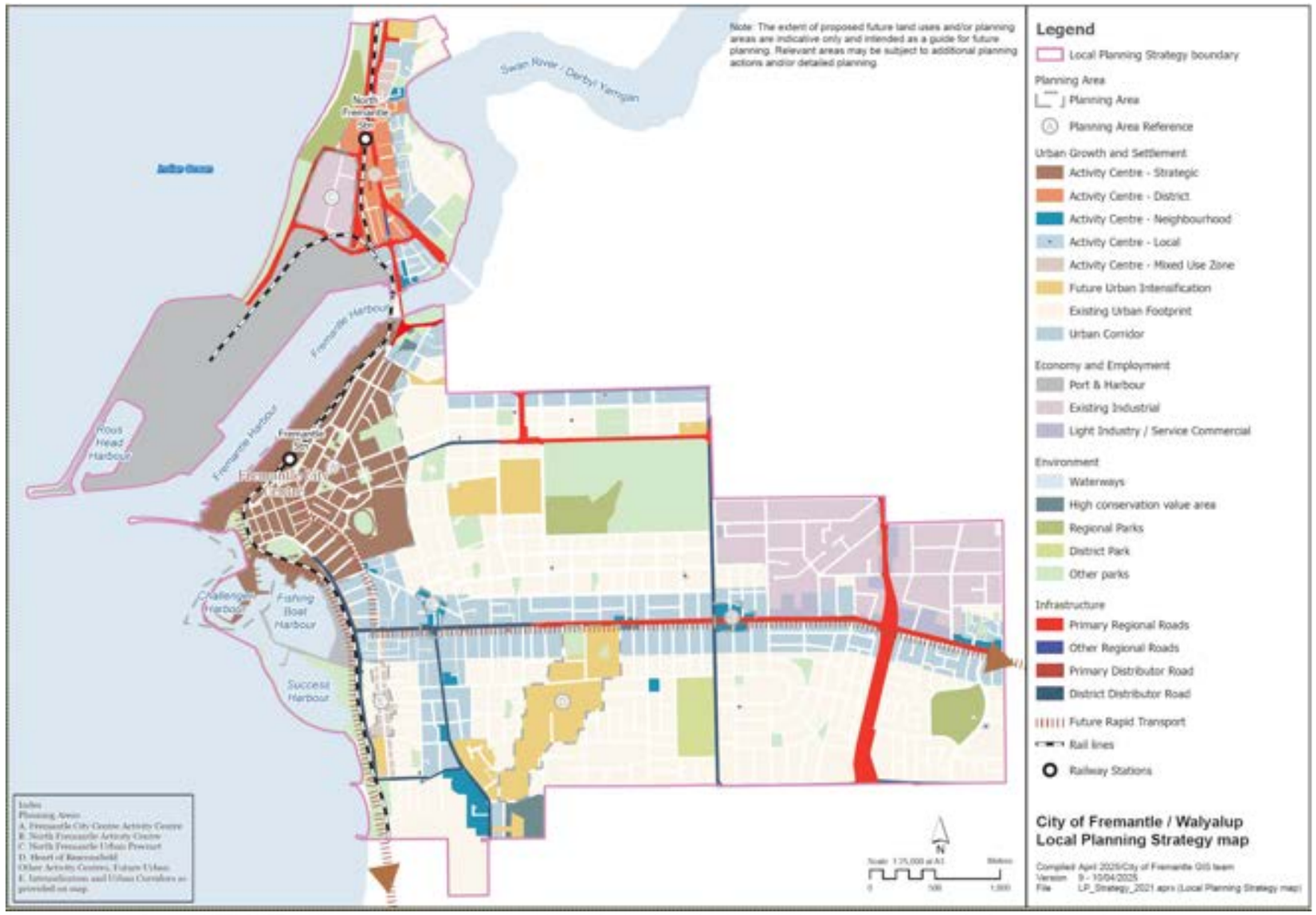


Table 10: Urban Corridor Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Urban Corridor	South Street Marmion Street Stirling Highway Hampton Road	Provide for land use intensification, land use mix and housing diversity within proximity to high frequency public transport amenities where appropriate to do so considering the characteristics, opportunities and constraints of an area.	Investigate opportunities to increase residential densities in proximity to urban corridors such as Stirling Highway, Marmion Street, South Street and Hampton Road. This will include identifying suitable areas for intensified development and may result in the maintenance or consolidation of established nodes (centres).	• Existing land use function • Density ranges • Additional height locations • Aboriginal and Built Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Stirling Highway and Curtain Avenue alignments	Perth and Peel at 3.5 million	Medium to long term
Future rapid transport	South Street and Cockburn Rapid Transit	Recognise need for infrastructure and amenity to support density. Determine mode, layout and commitment timing to transit upgrades before seeking to introduce additional density. Mitigate the risk of suboptimal development and fragmentation through premature upcoding.	Advocate for further definition and advancement of rapid transit including detailed planning and delivery of rapid transit along South Street and/or other freight corridors (such as Hampton Road) and plan for development opportunities in these corridors as presented / confirmed.	• Existing land use function • Aboriginal and Built Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts	Reference: SPP4.2, SPP7.2, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)

5. Strategy Map

Figure 15: Local Planning Strategy Map



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

6. Implementation and Review

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

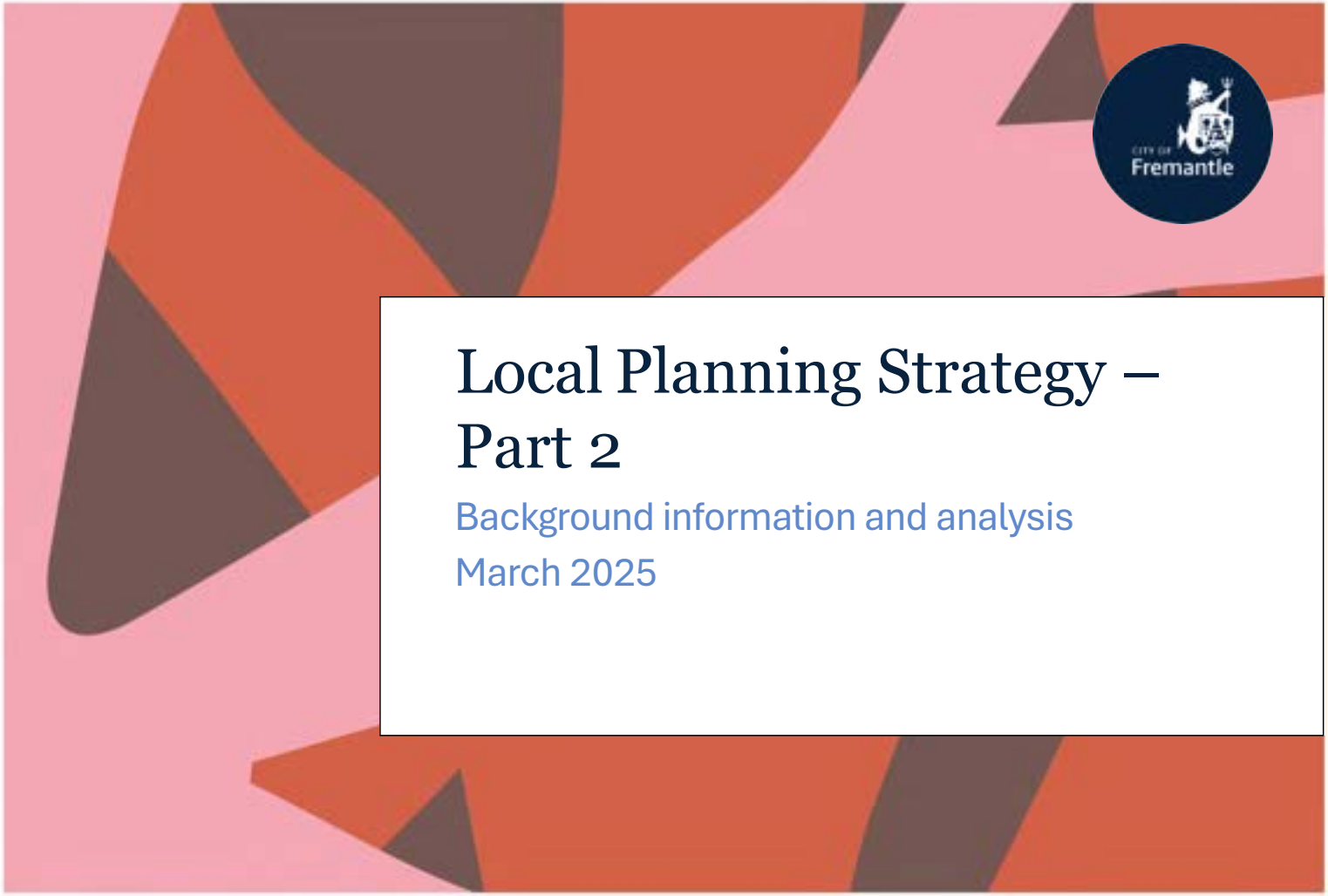
In order to respond to changing social, economic, environmental and governance factors influencing land use and development within the City, as well as changing state planning policies and frameworks, the Local Planning Strategy must undergo periodic review. This is required by the Planning and Development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

Appendix 1 – Future Dwelling Scenarios

Prepared by .id the population experts, July 2023

Table 11: Dwelling forecasts by suburb 2016-2036

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


Fremantle
Local Planning Strategy – Part 2
Background information and analysis
March 2025

Local Planning Strategy

Part 2 – Background and Analysis

March 2025

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1. Introduction

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

Part 2 is made up of three main parts:

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

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

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

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

Figure 1: Western Australian Planning framework (Source: Perth and Peel @ 3.5 million (WAPC 2018))

2. State and Regional Planning Context

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

Figure 2: State Planning framework (Source: State Planning Policy 1: State Planning Framework, WAPC 2017)

2.1 State Planning Strategy 2050

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

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

This local planning strategy aligns with the state strategy by reinforcing Fremantle's role as a regional focus for employment, commercial activity and services, heritage, arts, entertainment and tourism, as well as a highly connected, inclusive and liveable community. Its strong focus on sustainability supports a resilient and responsible urban form.

2.2 State Planning Policies

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

Table 1: State Planning Policy Overview and Local Planning Strategy Implications and Responses

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

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	Outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency.	Some further work required to maintain consistency and fully align includes: Response (Part 1 action cross-reference): Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d-e, 4iv.l) Promote more sustainable urban form through consolidation, transport- oriented development and sustainable built form development standards. (T2: 1i.a) Promote greater provision for greening and landscaping in new development, including integration of water-sensitive urban design principles (WSUD). (T4: 3iii.g-i)
State Planning Policy 2.6 - State Coastal Planning (SPP2.6) 2013	Provides for the long-term sustainability of Western Australia's coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving and enhancing coastal values. Outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.	Coastal hazard risk management and adaptation plans (CHRMAPS) have been completed for both Southern Beaches and Port and Leighton Beaches. Current local planning framework broadly consistent with SPP. Some further work required to fully align. Responses (Part 1 action cross-reference): Implement outcomes of the CHRMAPS, including: Investigate appropriate response to regional reserves to accommodate coastal processes and public recreational needs as part of North Fremantle Industrial Precinct planning. As part of this confirm intended beach hierarchy and designate coastal nodes within the foreshore reserve. (T4: 4iv.k-l) Consider need for special controls for development on private land identified as at risk of coastal processes and flooding. (T3:3iii.j) Promote update (if appropriate) and implementation of City's Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan and any other foreshore management plans. (T4: 4iv.k-l)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.8 - Bushland policy for the Perth Metropolitan Region (SPP2.8)	A policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision- making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.	The City has an adopted Urban Forest Plan and Greening Fremantle Strategy, and developed management plans for several important natural area reserves including Sir Fredrick Samson Park and North Fremantle Foreshore. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Maintain regional and local conservation reserves to support conservation, protection and management of native remnant vegetation, including the two existing Bush Forever areas within the City; Cantonment Hill, and Fredrick Samson Park. (T4: 2ii.d-f, 4iv.n) Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d) Promote ongoing implementation of Urban Forest Plan and Greening Fremantle Strategy to protect and enhance canopy and biodiversity, including use of endemic species. (T4: 2ii.d-e,g-h)
Draft State Planning Policy 2.9 – Planning for Water (SPP2.9)	Seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. Establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.	Water resource management is a consideration of planning and integrated as a requirement of structure planning large development sites. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to ensure structure planning and other large development processes apply integrated urban water management. (T4: 3iii.i) Consider need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
		proximity to the Swan River and define any necessary mitigation responses. (T4: 3iii.j)
State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0)	A broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change. Outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for Aboriginal communities.	Urban growth shall predominantly be facilitated in high-density inner-city development including the existing city centres and northern gateway / east end. Other areas that will provide urban growth are on the large re- development (appropriately zoned for structure planning), the mixed use corridors and transit nodes as well as general infill in suburbs to maximise use of existing infrastructure and services. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T2: 1i.a-f, T3: 3v.q) Planning areas.
State Planning Policy 3.4 – Natural Hazards and Disasters (SPP 3.4) 2006	Encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment. Sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges.	This Strategy has been prepared having regard to the requirements SPP3.4 and the hazards applicable to the City. Current local planning framework consistent with SPP. CHARMAPs complete. Swan River flood risk documented. Bushfire prone areas reviewed. Ongoing work required to maintain consistency, including: Responses (Part 1 action cross-reference): Consider need for Special Control Areas within the planning scheme to identify areas at long term risk of coastal and flooding impacts, and define any necessary mitigation responses (T4: 3iii.j)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
		Maintain consideration of natural disasters as a fundamental element in the preparation of planning documents. To be considered in conjunction with other issue-specific SPPs. (T4: 3iii.i,j, 4iv.k-l) Avoid further land-use intensification in bushfire prone areas unless adequately managed (T4: 6vi.o,p) City Centre planning area
State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5) 2007	Sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas. SPP Historic cultural heritage includes: heritage areas, buildings and structures, historic cemeteries and gardens, manmade landscapes and historic or archaeological sites with or without built features.	The City of Fremantle contains the UNESCO World Heritage listed Fremantle Prison, 280 places included on the State Register of Heritage Places (including the West End), and over 2500 properties on the Heritage List and 18 Heritage areas. The Scheme and Local Planning Policy Provisions, based on the Burra Charter and relevant legislation and State planning policies, are consistent with SPP3.5. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3.v.p-r) Continue to manage the City's heritage areas including review of established areas and opportunities for new heritage areas. (T2: 3v.q) Continue to maintain Local Heritage Survey and Heritage List. (T2: 3v.q-s)
State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6)	Sets set out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas.	Future development and redevelopment may require the provision of new and/or upgraded infrastructure, which can be funded in a number of ways. There are currently no Development Contribution Plans in place.

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
2021	To coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.	Current local planning framework consistent with SPP (including enabling provisions in scheme). Additional work as needed or required: Responses (Part 1 action cross-reference): Reconsider potential for and cost-benefit of contributions towards improved infrastructure to accommodate increasing population and infrastructure needs. (T2: 4viii.v, T5: 6viii.s)
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) 2015	Provides a framework in which to implement effective, risk- based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection. The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.	The policy will impact upon land use and development within identified bushfire prone areas. The City completed a Strategic Bushfire Hazard Assessment of bushfire prone areas in 2019 (refer to Appendix 8). Current local planning framework generally consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Avoid further land-use intensification in Bushfire Prone Areas unless adequately assessed and managed in accordance with SPP 3.7. (T4: 6vi.o-p) Continue to apply policy in considering strategic and statutory planning proposals within or adjoining bushfire prone areas. (T4: 6vi.o) Continue management of Bushfire Prone Areas under the City's care and control. (T4: 6vi.p)
State Planning Policy 4.1 – Industrial Interface (SPP 4.1) 2022	Guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite	O'Connor Industrial area and the Port buffer areas are defined by Special Control Areas within the scheme and associated policies to minimise risk and land use conflict with surrounding sensitive (particularly residential) areas.

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	impacts within specific zones and compatible interface between strategic/ general industry zones and sensitive zones. Supports land use conflict being addressed as early as possible in and with increasing detail at each stage. Recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.	Current local planning framework broadly consistent with SPP though requires some further work to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Review the O'Connor Industrial Area buffer to better align with state standards and minimise land use conflict. (T3: 4vi.r-s) Promote review of Port separation requirements and buffer provisions, particularly in consideration of strategic direction for Port and changing operational needs. (T5: 2iv.g,h)
State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) 2023	The SPP and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. The draft seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments. The policy identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning strategy. The analysis (Needs Assessment) provides an information base to support decision-making by including an assessment of projected retail, commercial and entertainment land use needs of communities in a local government area and its surrounds. Draft SPP	Fremantle is recognised as a Strategic Centre under this SPP. North Fremantle is identified as a District Centre. These areas are designated on the strategy map and recognised as planning areas requiring further work in the strategy. Neighbourhood, and local centres are also identified on the strategy map. The City commissioned a Retail Needs Assessment in 2023. Further precinct planning would be beneficial and had been identified as specific planning areas. Ongoing work to maintain and ensure consistency includes: Current local planning framework generally consistent with SPP though requires some further work to update and ensure full alignment. Responses (Part 1 action cross-reference): Maintain highly accessible centre network and continue to apply zoning and land use permissibility reflective of centre hierarchy. (T2: 1i.a, T2: 1ii.d-e) Review retail sustainability, need and hierarchy considering the changing retail context and population. (T2: 1i.a)

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision- maker.	Review land use concentrations and revitalisation opportunities in Fremantle City Centre through city plan and potentially precinct planning. (T3: 1i.a, ii.d-e, Planning Area A) Review land use mix and strategic potential of North Fremantle Town Centre (including opportunities to introduce grocery store) through precinct planning. (T3: 1ii.h, Planning area B) Review land use mix and built form improvements in South Fremantle Centre (cnr Douro Road) potentially through precinct planning. (T3: 1ii.i). Encourage intensification in neighbourhood centres on strategic transport links including South Street and Hampton Road. Specifically, intensification of residential density with limitations on retail expansion to avoid unacceptable external impact (subject to Retail Needs Assessment). (T2: 1i.a, 2iii.l) Review role and function of Mixed-Use areas in relation to activity centres. (T3: 1ii.g,h&j) Preclude or discourage large scale out-of-centre retail development including within Industrial, Business and Mixed-Use zones. (T3: 1ii.g)
State Planning Policy 5.2 Telecommunications Infrastructure (SPP 5.2) (2015)	SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply. Decision-makers should ensure that telecommunications infrastructure services are	Not all Telecommunication infrastructure requires planning approval i.e. those considered 'low impact' under the *Telecommunications (Low-impact Facilities) Determination 2018*. Telecommunication infrastructure is designated as an 'X' use in the Residential, Neighbourhood and Local Centre zones and an 'A' use in all other zones. The City's Scheme includes provisions for assessing telecommunications and *Local Planning Policy 2.25 – Telecommunications* was recently updated to guide new facilities and the upgrading or relocating of existing facilities which do

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

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

State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	for residents. They are also used for the assessment of residential subdivision proposals. Outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.	Current local planning framework generally consistent with SPP though further actions required to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Progressively review all local planning policies are updated to integrate with the R-Codes where appropriate. (T2: 5ix.x) Advocate for inclusion of tree planting requirements. (T4: 2ii.g&h)

2.3 Regional Planning Context

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

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

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

Table 2: Regional planning instrument overview and local planning strategy implications and responses

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

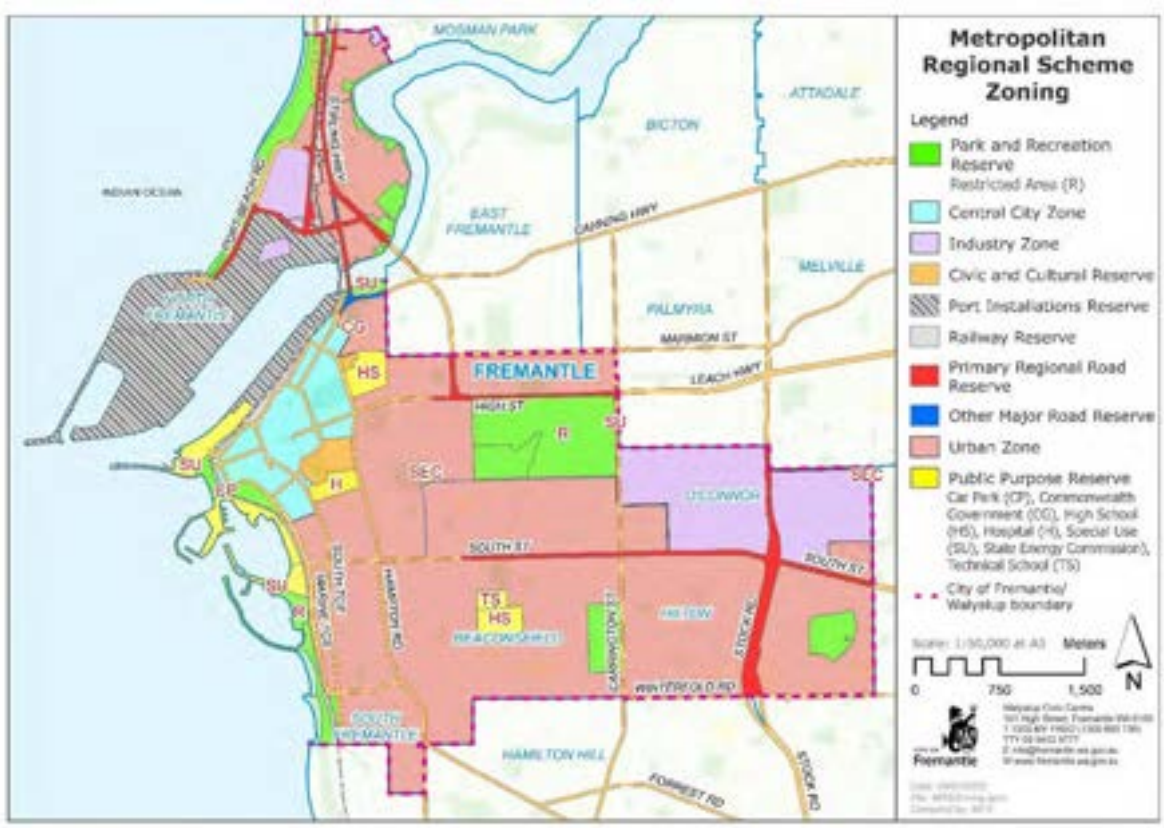
Regional Planning Instrument	Policy Overview	Local Planning Strategy Implications and Responses
		Consider the adequacy of the Leighton-Port Beach foreshore reserve and possible expansion to accommodate modelled coastal processes and future recreational need. Re-zone Residential properties in O'Connor to Urban to reflect current and future desired land uses in these locations. Acknowledge that further responses may be required as planning for strategic sites progresses including (T2: 5ix.y-aa): Fremantle Port and environs (Future of Fremantle project area), including privately held industrial land north of port. Fremantle Oval (Masterplan project) Planning for extension of Norfolk Street and the potential redevelopment of the Italian Club site.

Perth and Peel @ 3.5 Million (2018)	Suite of strategic land use and infrastructure plans, including four Sub-regional Planning Frameworks (north- west, north-east, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million (800,000 new homes) by 2050. The four Perth and Peel@3.5million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance The documents maintain the 47% infill target, which equates to. 380,000 dwellings. Approximately 213,130 of these new infill dwellings are expected to be delivered in Perth's Central Sub-Region, which includes Fremantle.	The Framework establishes the City's dwelling yield target, that is an additional 7,030 dwellings by 2050. This equates to 180 dwellings per year on 2011 dwelling numbers and provides a dwelling target of 2,700 dwellings from 2021 to 2036 for this strategy. It is proposed to achieve this required growth within the City by concentrating development on large key development / infill sites, the city centre and surrounds and the South Street transit corridor nodes. Increases in density will be consistent with the 10 urban consolidation principles of Perth and Peel at 3.5 million. Accordingly, the City's current local planning framework is generally consistent with Perth and Peel @ 3.5 million. Further actions required to align the local planning framework with the state/regional strategic document include: Responses (Part 1 action cross-reference): Continue to promote and support development of the City Centre as a Strategic Metropolitan Centre supporting a wide diversity of land use, employment and services. (T3: 1i.a & Planning Area A) Continue to accommodate appropriately designed infill development (including affordable and accessible housing) in well-serviced unconstrained locations. (T2: 2iii.g-i) Continue to support intensified development and land use diversity within activity centres to support economic development, housing diversity and access to services. (T2: 1ii.d) Continue to accommodate transport-oriented development around railway stations and established nodes on high frequency bus routes (where consistent with heritage values and infrastructure capacity). (T2: 2iii.g, 4.2.3: Urban Corridors)

Central Sub-regional planning framework (2018)	Provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans. The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region. Specifically, the document identifies: An increase in the City's population of 15,470 by 2050. A target of 4,120 additional dwellings to be provided within the City between 2015- 2031 with an additional 2,910 (total 7,030) by 2050/Perth @ 3.5M. A further 5,760 anticipated jobs within the Fremantle strategic centre by 2050. South Street is identified as a strategic transport corridor. Reiterates Fremantle and North Fremantle as strategic activity centres, as per SPP 4.2.	Promote further definition and implementation of planned transit upgrades on identified high frequency transit corridors (South Street, and southern route to Cockburn and Rockingham). (T2: 1i.a&f, 4.2.3: Urban Corridors) Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3v.p-r) Continue to provide for housing diversity across the City including affordable and accessible housing. (T2:2.iv.m-n) Continue to accommodate the balance of Fremantle's 7,030 dwelling target in well-serviced unconstrained locations (particularly focussing on the City Centre and Development Areas, with some opportunities for suitably designed and contextually appropriate smaller scale suburban infill). (T2: 2iii.g) As the Fremantle Port continues to function, continue to support the key port functions and recognition of the economic significance of the port of Fremantle. (T3: 2iv.m,o) Maintain zoning to support investment in and expansion of priority economic growth areas including (T3: 1ii.h,i , Plan Ref A,B,C,D) knowledge-based and creative industries tourism & Blue Economy (T31i.b).

Regional Planning Instrument	Policy Overview	Local Planning Strategy Implications and Responses
Cockburn Coast District Structure Plan (2009)	Provides guidance for future development of the Cockburn coast. The structure plan delivers strategic direction for the redevelopment of the coast to provide a vibrant and connected coastal node. The plan provides a framework for future land use, infrastructure and transport. This includes a range of development such as residential, business, tourism and education. The structure plans aim to respond to urban redevelopment with a focus on social, economic and environmental considerations.	Current local planning framework consistent with Cockburn Coast District Structure Plan. Structure plan includes the South Fremantle landfill site. The site is registered under the Contaminated Sites Act 2003 with a current classification of "contaminated – remediation required". Requirements for site monitoring and remediation preclude development in the short to medium term future. (T4:5v.n)

Figure 3: Metropolitan Region Scheme zoning over the City of Fremantle



2.4 Development control and Operational Policies

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

Table 3: Operational policies

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

Policy	Policy Overview	Local Planning Strategy Implications and Responses
		Continue to accommodate infill development in well-serviced locations throughout the City (where consistent with heritage and community values and service capacity). Continue to advocate for State investment in rapid transit options along strategic transport routes and accommodate for this through appropriate zoning and density. Maintain opportunities for consolidation on unconstrained sites within walkable catchments around railway stations and established nodes on high frequency bus routes. Review parking standards and transfer to planning policy.
1.11 Community Schemes	This policy sets out the general principles and basic requirements that will be used by the Western Australian Planning Commission (WAPC) to: clarify the procedure for assessing and determining a statement of grounds and community development statement; and establish criteria for the consideration of a community development statement and the subsequent subdivision and development proposals. as provided for by the *Community Titles Act 2018* (CT Act) and the *Community Titles Regulations 2021 (the Regulations)*	Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.
2.2 Residential Subdivision	This policy sets out the Western Australian Planning Commission's requirements for the subdivision of land into residential lots. It is Closely aligned with the site area provisions in the R-Codes.	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Continue to support effective mechanisms to retain mature tree retention in subdivision. (T4: 2ii.g&h)
2.3 DRAFT Public open space in residential areas	This policy sets out the general principles and requirements that will be used by the Western Australian Planning Commission (WAPC) to ensure public open space (POS) is an essential consideration across the planning framework,	In accordance with the existing policy, the City supports a minimum 10% POS contribution as a baseline metric for greenfield or brownfield development sites and infill areas where an undersupply of, or access to, POS has been identified as an issue in the City's strategic documents.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
	establish a minimum standard for the contribution towards POS from the creation of new lots and provide guidance on the collection, expenditure and management of cash in lieu contributions towards POS to benefit the community. The draft policy indicates retention of the typical minimum 10% land contribution (or monetary equivalent) for new residential subdivisions on greenfield or brownfield development sites. However, it also includes new provisions that would allow contributions to be sought at a lower rate in particular circumstances, including infill developments creating more than two lots, strata subdivisions, mixed-use developments, and apartment or grouped housing developments where publicly accessible but privately owned open space is provided. The draft policy also indicates a need for local governments to determine contribution percentages in local planning strategies or other approved planning instruments.	The City of Fremantle Council notes broad support for the draft Operational Policy 2.3 – Planning for Public Open Space, noting that: additional guidance is required for the determination of suitable contribution percentages when utilising any of the approved planning instruments that have been identified in the draft policy additional clarity is needed regarding contributions for built strata subdivisions, including type, percentage contribution, and timing allowing publicly accessible but privately owned open space that is accessible to the public to offset a POS contribution is not considered to be a suitable substitute for publicly owned POS, as it would create a burden on the landowner, in terms of maintenance, liability, and potential use conflict, and is not considered to be a sustainable or secure way to provide POS for surrounding residents. Responses (Part 1 action cross-reference): T2: 4viii.v
2.4 Planning for school sites	This policy contains the Western Australian Planning Commission's (WAPC) general requirements for school sites to meet the existing and future community needs, acknowledging that the School Education Act 1999 provides an entitlement for a child to be enrolled at a government school for each year of the child's compulsory education period. The State provides sufficient and appropriate access to a government school for the purpose of meeting a child's entitlement.	This policy would be used during the preparation of structure plans (district, local and precinct) and subdivisions where residential development is proposed, and development applications in close proximity to school sites. Current local planning framework generally consistent with operational policy.

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

2.5 Position Statement and Guidelines

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

Table 4: Position statement and guidelines

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

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
	renewable energy facilities within Western Australia.	Continue to acknowledge potential for suitable interim uses for Hollis Park Development Area consistent with contamination restrictions, pending resolution of historic contamination which currently precludes redevelopment. (T4: 5v.n)
Special entertainment precincts (draft)	Provides guidance on the designation of special entertainment precincts. Applies to the establishment of special entertainment precincts in local planning schemes, improvement schemes or redevelopment schemes.	Fremantle accommodates a vibrant live music scene and entertainment precincts. Noise conflicts represent a growing challenge in the face of increasing residential development and changing community attitudes. Responses (Part 1 action cross-reference): Identify Fremantle City Centre as a potential special control area for the purposes of a special entertainment noise precinct, subject to further detailed investigations and noise modelling. (T3: 1i.d) Undertake noise modelling and potential attenuation responses and community engagement to inform the establishment of Entertainment Noise Precinct/s or similar development control and management mechanisms. (T3: 1i.d)
Western Australian Climate Policy	Sets out the State Government's plan for a climate-resilient community and a prosperous low-carbon future. Commitment to adapting to climate change and working with all sectors of the economy to achieve net zero greenhouse gas emissions by 2050. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. Outlines actions to guide the response by business, the community, local governments and	In May 2019 Fremantle Council declared that the world is in a state of climate emergency that requires urgent action by all levels of government. Acknowledgement of the climate emergency underpins the Local Planning Strategy and ongoing work within the local planning framework including its continued promotion of more energy efficient urban structures and buildings. Responses (Part 1 action cross-reference): Acknowledge the climate emergency and the need for sustainable development in local planning documents. (T4: 1i.a-c)

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
	State Government agencies to develop well-informed, timely and practical adaptation responses.	Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T4: 1i. T2: 1i.a, 2ii.d,f, T3: 3v.q) Continue to advocate for increased energy and water efficiency in new development. (T4: i.a-c 3iii.i) Maintain and periodically review incentives for energy and water efficiency in local planning framework. (T2: 5ix.bb, T4: 3iii.i)
Draft Position Statement and Guidelines: Planning for Tourism	Together, they outline the policy position of the WAPC and guide the appropriate management of tourism land use and development in our State. They also provide clear and consistent direction to local governments on the definition and treatment of short-term rental accommodation in Western Australia.	Fremantle already has a well-established framework to accommodate tourism development. Responses (Part 1 action cross-reference): Upon finalisation of the Position Statement: Review and align land use definitions, registration requirements and any exemptions with current framework (including Local Law). (T3: 1i.b,f, 2iv.o, 5vii.t,u, T2: 5ix.aa)
Container Deposit Scheme Infrastructure	This position statement outlines how container deposit scheme infrastructure should be considered and assessed in the Western Australian planning system.	Much of the Container Deposit Scheme infrastructure has been rolled out around the state. In instances where the City receives an application for additional locations the position statement will be consulted.
Expenditure of Cash-in-Lieu of Public Open Space	The intent of this position statement is to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the Planning and Development Act 2005.	Position statement to be followed if funds are received for cash in lieu of open space.
Housing on Lots Less than 100m2	This document provides interim guidance for subdivision and house design on lots less than 100m2 , proposed on land where a structure plan	Position statement would be consulted in instances where the City considers housing on lots less than 100 sqm.

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
	is required to ensure consistent application and implementation throughout Western Australia. Planning Reform, Design WA, Liveable Neighbourhoods, METRONET and other policy reviews will consider broader application of this development type, particularly within existing residential areas and transit precincts.	
Our Coastal Future: Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan (2017)	A plan prepared in conjunction with the Town of Mosman Park to coordinate decision-making and facilitate long-term adaptation methods to the risks of coastal erosion and inundation at Port, Leighton and Mosman beaches.	Sets out potential near-term, medium-term, and long-term adaptation methods for coastal erosion. The City will continue to promote, update, and implement the Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan. (T4: 4iv.k&l)
Fremantle Boat Harbours Masterplan 2023 - Department of Transport and Major Infrastructure	The intent of the document is to guide the future development of the Fremantle Fishing Boat Harbour and adjoining Challenger and Success harbours for the next 40-50 years. Central to the plan is the retention of the working harbour with opportunities for long-term urban renewal, enhanced public spaces and improved connections to the city centre and Victoria Quay. Other keys aspects of the plan include: Integrating the City's concept for Norfolk Street extension, new superyacht berths and support facilities, and	Generally, the master plan is in alignment with the City of Fremantle's long-term vision for improved connectivity between the city and its waterfront. Specifically, the City of Fremantle Council would like to see (T53v.k,m, Planning Area A): Acknowledgment and consideration of the rich cultural and historical value of the harbour through all phases from planning to implementation A harbour area that celebrate all aspects of the 'Blue Economy' and that complements but do not detract from commercial activities in the city centre, including improving the public interface with fishing industries, and water-based tourism and events;

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
	opportunities for redevelopment sites, including a proposed mixed- use site where the boat lifter currently operates.	Maintenance of the authenticity of a working harbour, in particular the retention of the boat lifters facilities within the precinct. Careful consideration of residential land uses (if introduced). Guidance on appropriate built form and height of new developments. Consideration of how public parking will be managed as the precinct grows as a key city destination. Funding and delivery strategy by the State Government.
Victoria Quay Commercial Precinct Plan 2016 - Fremantle Ports Fremantle Station Precinct Plan 2016 -Public Transport Authority	The Victoria Quay Commercial Precinct Plan and Fremantle Park Precinct Plan provide a framework to assess specific development proposals and facilitate an integrated, coordinated approach to future development. The Vision is to open the way for revitalising the Victoria Quay Commercial Precinct, the Fremantle Railway Station area and Pioneer Park as a vibrant and inviting quarter of Fremantle by embracing its heritage, improving connections between the waterfront and the city centre and enabling sustainable economic, social and environmental outcomes.	The City is committed to working with the different agencies to achieve the intent and purpose of these precinct plans.

3. Local Planning Context

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

3.1 Strategic Community Plan 2024 - 2034

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

Table 5: Strategic Community Plan 2024 - 2026

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

Focus Area	Theme	Objectives
		A future-proofed asset base that remains functional and accessible to the community Availability of services and support for the most vulnerable members of the community
Inclusive City	An inclusive city that welcomes, celebrates and cares for all people, cultures and abilities	A clear and respectful path towards reconciliation and truth telling for First Nations people A safe and accessible community for all abilities A welcoming and inclusive City for all members of community A platform for engagement and participation for our youth and next generation of community leaders Genuine and productive partnerships with members of the community

3.2 Previous local planning strategy

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

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

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

3.3 Local Planning Scheme

The local planning scheme is the primary instrument for delivery of the vision and planning directions of the local planning strategy, controlling land use and development within the City. Based on the direction established in the

2001 Local Planning Strategy the Local Planning Scheme No.4 (LPS4) was gazetted in March 2007. In the fifteen years since gazettal, LPS4 has been maintained through a series of over 85 strategic amendments.

3.3.1 Scheme Review

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

The WAPC considered the 2020 report of the review and agreed that the City's retention of LPS4 was acceptable in the short term. However, the Commission also required that a new Local Planning Strategy would need to be prepared and noted that this would likely result in the need for a new Scheme.

3.4 Other planning schemes

Nil

3.5 Local Planning Policies

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

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

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

- Council recognises the complex interplay of considerations in achieving its strategic objectives.
- Council recognises the importance and significance of its heritage fabric and assets, and the need to manage these appropriately.
- Council recognises the development opportunities presented in a number of strategic brownfields sites and precincts, and the capacity of these, if appropriately redeveloped, to support it achieving its strategic objectives.
- Council supports more sustainable built form

- Council supports provision of dwelling diversity, with different precincts and different sites providing differing opportunities to contribute to this overall objective.
- Council recognises the importance of design in achieving positive community and place outcomes.
- Council recognises the importance of fair, equitable, transparent, consistent and achievable processes in the determination and management of development proposals.

3.6 Structure Plans

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

Table 6: Structure plans

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
DA1 – Knutsford Street East, Fremantle	9 April 2018 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes from R60 to R100 densities.	- 32.054 S 115.764 E	Staged development in train at lower density than anticipated. Yield estimate: 300-500 dwellings. Parts of the structure plan have been built out and should be normalised into the scheme. Remaining portions of structure plan still relevant and should be retained.
DA4 – Swanbourne Street, Fremantle	8 September 2015 ADOPTED Structure plan	Development for predominantly residential purposes, with some mixed-use, at a range of densities, including R40 to R80, R60 to R100 and R80 to R160.	- 32.054 S 115.760 E	Development as per the structure plan has not yet proceeded on site. Development pending identification of a joint venture partner. Yield estimate: 306-470 dwellings. As of date of this report, structure plan is being proposed to be extended for a further 10 years.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
DA6 – Wool Testing and Sealanes, South Fremantle	24 February 2005 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R60 and R100 densities.	- 32.072 S 115.752 E	Development as per the structure plan has not yet proceeded on site. The structure plan has not aged well and would likely require amendments to realise the full development potential. The structure plan, however is adopted and therefore still relevant. Yield estimate: 150 dwellings. Structure plan is inadequate and new plan should be created to effectively actualise full development potential of the site.
DA7 – Mather Road, South Fremantle	21 July 2008 DELETED 12 November 2021	Development for residential purposes at R20, R40 and R50 densities.	- 32.074 S 115.765 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA7 – Lefroy Road Quarry, Beaconsfield	14 February 2019 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R30 to R60 densities.	- 32.070 S 115.765 E	Development as per the structure plan has not yet proceeded on site. Development delayed due to the cost of site remediation. The recreation planning in 2020 identified the site as an opportunity to provide a new senior sized oval to accommodate population growth beyond 2031. Yield estimate: 334+ dwellings. Structure plan requires review to reflect Heart of Beaconsfield Masterplan 2021.
DA8 – Taylors College, O'Connor	26 March 2008 DELETED 12 November 2021	Redevelopment for residential purposes, with a mix of housing typologies, at R30 to R60 densities.	- 32.064 S 115.801 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA12 – Kim	24 September	Redevelopment for residential purposes, with a	- 32.058 S 115.772 E	Development is largely complete.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
Beazley School, White Gum Valley (WGV)	2014 DELETED 12 November 2021	mix of housing typologies, at R35 to R80 densities.		Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA18 – 9-15 McCabe Street, North Fremantle	SAT issued Orders 3 March 2009 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R80 density.	- 32.022 S 115.757 E	Development is largely complete. The structure plan could be normalised into Local Planning Scheme No. 4 and subsequently revoked.
DA18 – 140 Stirling Highway, North Fremantle	6 December 2024 ADOPTED Structure plan	Redevelopment for multiple dwellings at R80 density.	- 32.022 S 115.755 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 250 dwellings. Precinct Structure Plan is still relevant. Yield Estimate: 350
DA18 – Matilda Bay Brewery site, North Fremantle	6 October 2020 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along with communal facilities and public open space.	- 32.024 S 115.755 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 500 dwellings*. Structure plan still relevant and should be retained.
Davis Park, Beaconsfield	14 May 2021 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along with community facilities and public open space.	- 32.065 S 115.771 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 550 dwellings. Structure plan still relevant and should be retained.

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

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

Table 7: Development areas not yet subject to structure plans

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

3.7 Local Development Plans

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

Table 8: Local development plans

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

3.8 Other Relevant Strategies, Plans and Policies

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

Table 9: Other strategies, plans and policies

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

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
			Maintain opportunities for access to local services in each neighbourhood.
Economic Development Strategy	2015	"to build up the economic capacity of (the) local area to improve its economic future and quality of life for all"	Maintain zoning to support office, industrial and retail development. Maintain buffers to Port and industrial areas. Protect opportunities for water-based industries and technologies. Consider incentives for priority industries including creative, sustainability and blue economy. Continue to protect and enhance heritage buildings and streetscapes Maintain opportunities for adaptive reuse. Review role, function and requirement for Mixed Use areas.
Access and Inclusion Plan	November 2021	To provide an effective framework for meeting the needs of many people in the community…. (including)… people with disabilities…. Parents with young children and prams, the elderly and people from culturally and linguistically diverse backgrounds	Continue to accommodate diverse housing including potential incentives for adaptable housing.
Climate Change Adaption Plan	2013 (reviewed 2020)	Set out actions to adapt to impacts of climate change.	Implement CHRMAPs Implement Urban Forest Plan. Promote tree retention and planting. Promote water efficient and sensitive design. Promote energy efficient urban form, buildings and living.
Community Safety and Crime Prevention Plan	September 2019	To set priorities for community safety and crime prevention for the next 5 years	Promote passive surveillance of public spaces. Support residential presence in commercial areas.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Esplanade Masterplan	December 2015	To outline long term layout and improvements to The Esplanade as the City Centre's primary greenspace	Maintain reservation of The Esplanade as a significant community recreation and green space. Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.
Freo 2029 Transformational Moves	February 2015	To supplement a Fremantle City centre structure plan and illustrate how it could be implemented via a number of key actions or 'transformational moves'	Recognise priority transit routes and advocate for their delivery. Advocate for extension of Norfolk Street, improved waterfront connection, redevelopment of Fremantle Station forecourt. Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.
Greening Fremantle Strategy 2020	July 2017	To inform, guide and implement a greener city. Includes assessment of POS provision, green linkages and tree planting.	Maintain public open space reservations. Support full POS contribution in redevelopment areas and areas identified as having an undersupply of POS. Support tree and native vegetation retention and additional planting in new development. Promote inclusion of green linkages in new development as per strategy plan.
Integrated Transport Strategy (ITS)	February 2015	To provide a broad strategic position on a variety of transport and land use issues as a basis for more detailed plans and projects.	Maintain higher density opportunities in established nodes along rapid transit corridors. Advocate for further definition and advancement of rapid transit. Develop Parking Plan and review parking requirements.
Kings Square Business Plan and Urban Design Plan	2012	To outline the business plan and spatial concept for revitalisation of Kings Square	Recognise Kings Square (now Walyalup Koort) as the civic and commercial heart to the City Centre. Continue to accommodate activation and incentivise redevelopment around the square.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Local Bike Plan	August 2019	To harness the potential of Fremantle as a bike friendly city by providing a comprehensive guide to the policies, programs and infrastructure investment required to realise this vision.	Recognise planned bike route network. Maintain provision for end of trip facilities for significant new development.
One Planet Framework and Action Plan	October 2021	To provide a framework through which to understand and monitor the City's progress towards sustainable living	Promote protection of natural areas, water and energy efficient urban and built form, housing diversity, transit-oriented development, inclusive design, heritage protection.
Port and Leighton Beach CHRMAP	2017	To assist with coastal management decision-making	Monitor coastal processes and shoreline movement. Establish Special Control Area and development responses for sites at risk of long term coastal impacts. Advocate for holistic planning for appropriate options in North Fremantle, including continued accommodation of district beach node facilities.
Southern Beaches CHRMAP	-	To adapt to the changing coast south of the Swan River, and provides timeframes and trigger points for decision-making and planning for the Fremantle coast from South Mole to South Beach.	Monitor coastal processes and shoreline movement. Advocate for long term protection works along rail corridor and around harbours. Establish Special Control Area and development responses for sites at risk of long term coastal impacts.
Urban Forest Plan	2017	To manage and guide tree and vegetation population across the public and private realm, to increase canopy and biodiversity and to mitigate the Urban Heat Island Effect	Support retention of trees and native vegetation. Promote additional planting in new development. Maintain verges capable of accommodating street trees.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Water Conservation and Efficiency Plan	2021	To set out the approach and actions the City wishes to take over the next five years to conserve scheme and ground water and use water sources in the most efficient way possible	Continue to apply Water Sensitive Urban Design principles to new structure plans and major developments. Review Local Planning Policy LPP1.10 Construction Sites and SG40 Greywater Re-use Systems.
Fremantle Oval Masterplan	2020	To guide the long-term redevelopment of Fremantle Oval as the Home of Football and a destination that integrates and connects to the historic city around it, and delivers a great 'gameday experience'	Review zoning of oval to ensure this accommodates range of anticipated uses.

3.9 City Plan: City Centre

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

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

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

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

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

- Increasing the resident population to support the day and night economies.

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

3.9.1 Spatial Background

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

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

The majority of this transformational potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre while maintaining the predominantly 2-4 storey urban setting within the West End. The City Centre’s cultural vibrancy—driven by its nightlife, bars, and cafes— is essential to its ongoing appeal. However, this strategy emphasises the need to increase the residential population, particularly in the underdeveloped areas surrounding the historic core. Densifying the City Centre will help create a more vibrant, 24-hour, walkable environment—aligning with the concept of truly mixed-use cities, a model common in Europe but less prevalent in Australia.

Figure 4: Spatial strategy (source: City Plan: City Centre)

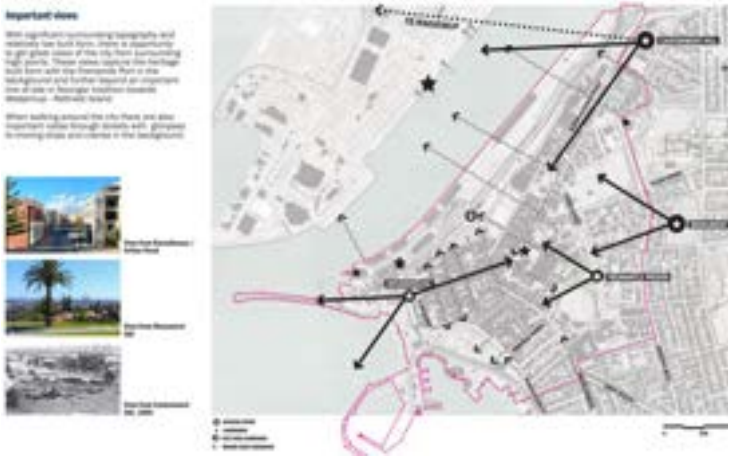
Baseline mapping carried out as party of the City Plan: City Centre demonstrates that buildings within the State Heritage-Listed West End area are generally 2-3 storeys, with some up to 4 storeys and a rare few up to 5 storeys. Where 5 storeys has been permitted, the development has been designed so that the top storey is not visible from the street. In any case, none of the heights are greater than 18 metres in height (In Figure 5, the two lots within the historic West End shown as greater than 18m refers to the highest points, which comprise architectural features or roof pitches, not full storeys). Buildings to the south of Norfolk Street and within the scheme area tend to comprise low-scale residential with some mixed use developments.

Figure 5: Existing building heights (source: City Plan: City Centre Baseline Report)

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

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

Figure 6: Existing view lines (source: City Plan: City Centre Baseline Report)



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

Figure 7: Heat map (source: City Plan: City Centre Baseline Report)

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

Additional initiatives include dedicated cycling routes along Parry Street, linking to the Perth–Fremantle PSP network, and

exploring future mid-tier or bus priority transport options—potentially along the freight line (post-port) or along existing bus routes.

Figure 8: Access spatial strategy (source: City Plan: City Centre)

4. Local Government Profile

The City of Fremantle, comprising of 19 square kilometres, forms part of the central metropolitan Perth subregion within the Perth Metropolitan Area and includes the suburbs of Beaconsfield, Fremantle, Hilton, North Fremantle, O'Connor, Samson, South Fremantle and White Gum Valley, as well as, significant river foreshore and coastline.

4.1 Demographics

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

Figure 9: CoF demographic snapshot (Source Data: 2021 Census)

4.1.1 Demographic Profile

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

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

Table 10: Census population by suburb

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

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

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

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

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

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

HOME OWNERSHIP: A higher proportion of dwellings are rented (31.7%) than the state average (27.3%), though this is reducing (33.5% in 2016) whilst mortgaged households are increasing (32.6% 2021; 31.5% 2016). The cost of rental accommodation in Fremantle included a higher proportion of both very low cost, and high-cost

dwellings, compared with the metropolitan average. There has also been a slight increase on private dwellings owned outright (from 31.2% in 2016 to 32.8% in 2021). Social housing has reduced 9.5% since 2001 to less than 10% of all dwellings (whilst still significantly exceeding the metropolitan average of 3.1%).

INDUSTRY: The three largest industries in the City of Fremantle are: Health Care and Social Assistance (5,94 people or 18.4%), Transport, Postal and Warehousing (3,775 people or 11.7%) and Accommodation and Food Services (3,172 people or 9.8%)

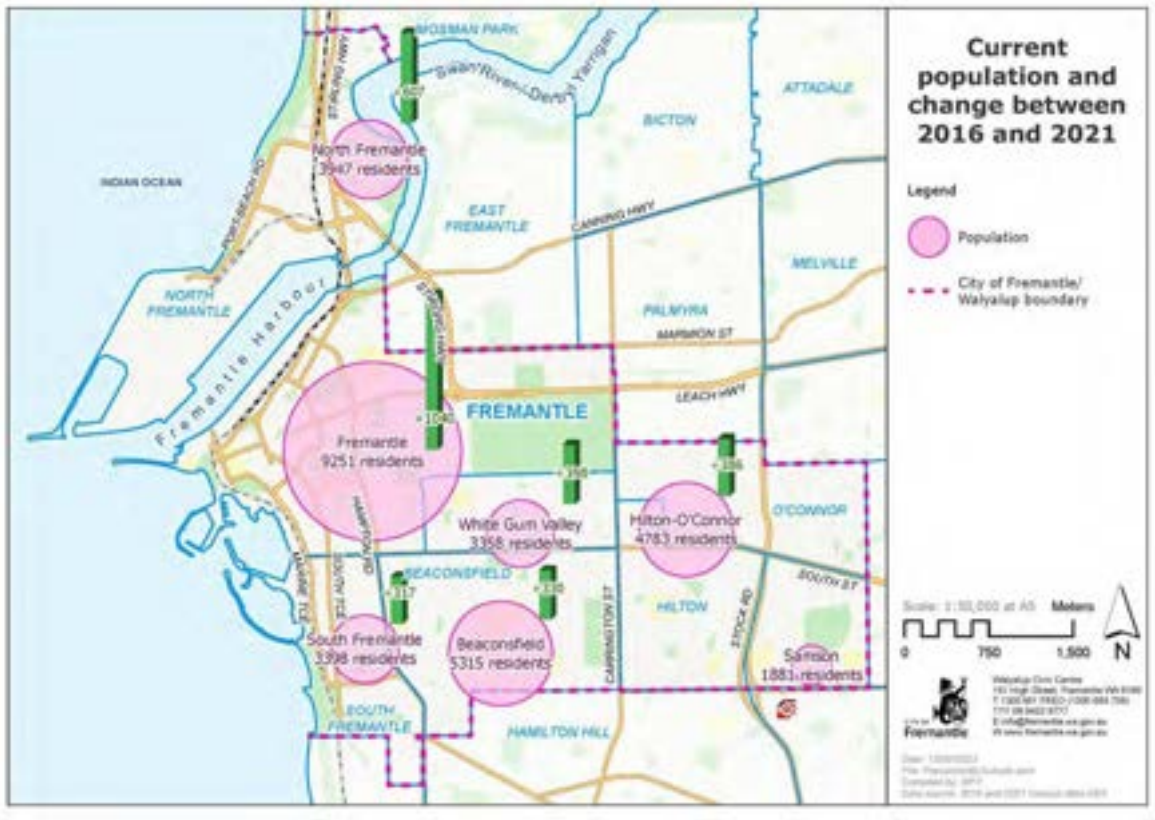
COMPARISON: When compared to the greater Perth Area Fremantle has a:

- Higher proportion of renting households and a much smaller proportion own with a mortgage.
- Higher median weekly household rent ($370). Only White Gum Valley, Hilton and O'Connor being lower, Beaconsfield being the same on $350 and North Fremantle being the highest on $480.
- Similar proportion of households in rent stress (rent payments are 30% or more of household income) Fremantle 29.6%, Greater Perth 29.9%.
- Five times higher homelessness rate per 10,000 persons.
- A much higher proportion of attached and medium to high density dwellings (39.9%) than the metropolitan average (22.1%), with a population density of 16.62 p/ha (more than double that of its region). Recent increases in dwelling numbers have largely been in medium to high density dwellings. Fremantle also has a higher percentage of 1 and 2 bedroom dwellings (36.4%) comparatively to greater Perth (16.2%) better catering to smaller household sizes.
- A higher-than-average proportion of persons holding a tertiary degree or similar (28.5%) than greater Perth (24%), and a varied income profile, illustrating the diversity of the population. Most Fremantle suburbs have a higher household income than Western Australia ($1,815) as a whole (apart from Hilton and O'Connor). When compared to the greater Perth Metropolitan area ($1,865) Fremantle has a slightly higher household income ($1,887) with a lower median household income in Hilton, O'Connor and Beaconsfield. North Fremantle has a much higher household income ($2,387) followed by South Fremantle ($1,914). Overall, the trend appears to be towards gentrification.
- Ancestry in Fremantle was traditionally heavily influenced by the inter and post war migration which saw high proportions of Italians, Portuguese and Slavs settle in Fremantle. The majority of the current population however, identify as having British ancestry. The proportion of the population born overseas has been reducing and is now just under the state average.

- The City's proportion of Aboriginal and Torres Strait Islander People is just under (1.7%) the Greater Perth area (2%).
- The majority of the population speak only English language (81%) with 16.9% indicating also speak a non-English language as well.
- Overall there has been a reduction in the proportion of people from a non-English speaking background.
- In line with national and metropolitan trends, those identifying as non-religious has increased significantly between 2001 and 2016 from 23.9% of the population to 43% and now 54% in 2021. The proportion of non-Christian religions is 1.6%.
- The percentage of community members needing assistance with core activities is above the metropolitan average at 5% reflective, in part, of the older population (the need being significantly the highest in the over 65 years old cohorts). Provision of unpaid (non- child) care and volunteering rates in Fremantle also exceed the metropolitan average.
- The resident labour force is roughly equivalent to the metropolitan average and has increased over time. The unemployment rate has decreased from 7.3% in 2016 to 4.8% in 2021.
- Fremantle residents have slightly more part-time employment (35.8%), slightly less full time (53.7%) when compared to Greater Perth, the state and Australia. 18.2% of the Fremantle workforce live & work within Fremantle. The most common occupations of residents in the City of Fremantle include Professionals 37.5%, Managers 15%, which are much more than Greater Perth on 23.7%, and 11.9% respectively. In combination with Community and Personal Service Workers 11.5% these three occupations accounted for 10,601 people in total or 64.0% of the resident workers (All industries).
- A relatively high proportion of the Fremantle workforce use public transport or active transport to travel to work, but the proportion still remains far lower than those driving to work (53.3% Car, as driver). Average number of motor vehicles per dwelling (1.7) is lower than the metropolitan average (1.9) but has increased slightly since 2016 (1.6).

Overall, the demographic profile illustrates Fremantle as a revitalising inner metropolitan local government area, retaining a diverse population reflective of its roots and housing stock. The place is incrementally gentrifying as state population growth drives demand for well serviced housing, redevelopment occurs, and land values increase. Population increase can be largely attributed to new development occurring, and the regeneration of suburbs as their original populations age and move on and larger new households replace them. Population by suburb is shown below in Figure 9.

Figure 10: Population by suburb and change (Source: 2016 & 2021 census)



4.1.2 Population Forecast

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

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

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

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

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

Forecast id population and dwelling forecast data is underpinned by the assumption that additional dwellings to an area's housing stock is a major driver of population growth. The forecasts are calculated and provided at the suburb level. The data is based on the 2021 census data. Forecasts are provided for each census year to 2046 and updated annually.

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

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

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

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

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

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

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

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

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

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

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

Nonetheless, analysis of the City's building data and the 2021 census population of 31,930 suggest the City's population will exceed the WA Tomorrow medium growth

forecasts and is on track to meet a medium/high growth scenario and forecast id projections.

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

Table 11: Wa Tomorrow Forecast Population Projections 2016 - 2036

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

**Forecast extended by extrapolating growth trend*

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

Table 12: Forecast id population growth by suburb

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

4.1.3 Dwelling Yield Analysis

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

Table 13: Forecasted dwelling numbers

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

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

- A calculation of possible dwelling yield with the development constraints of the site considered, for example planning provisions, physical impediments, existing building on site, heritage, location,

fragmented or multiple ownership, infrastructure & servicing availability.
- A reduction in take-up of the full development potential to a factor of 85% to allow for unanticipated constraints and market conditions.
- An estimate of potential timing of development on each site i.e. in the next five, 10, 15+ years, based on current market conditions and discussions with landowners and forecast over the years to 2046.

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

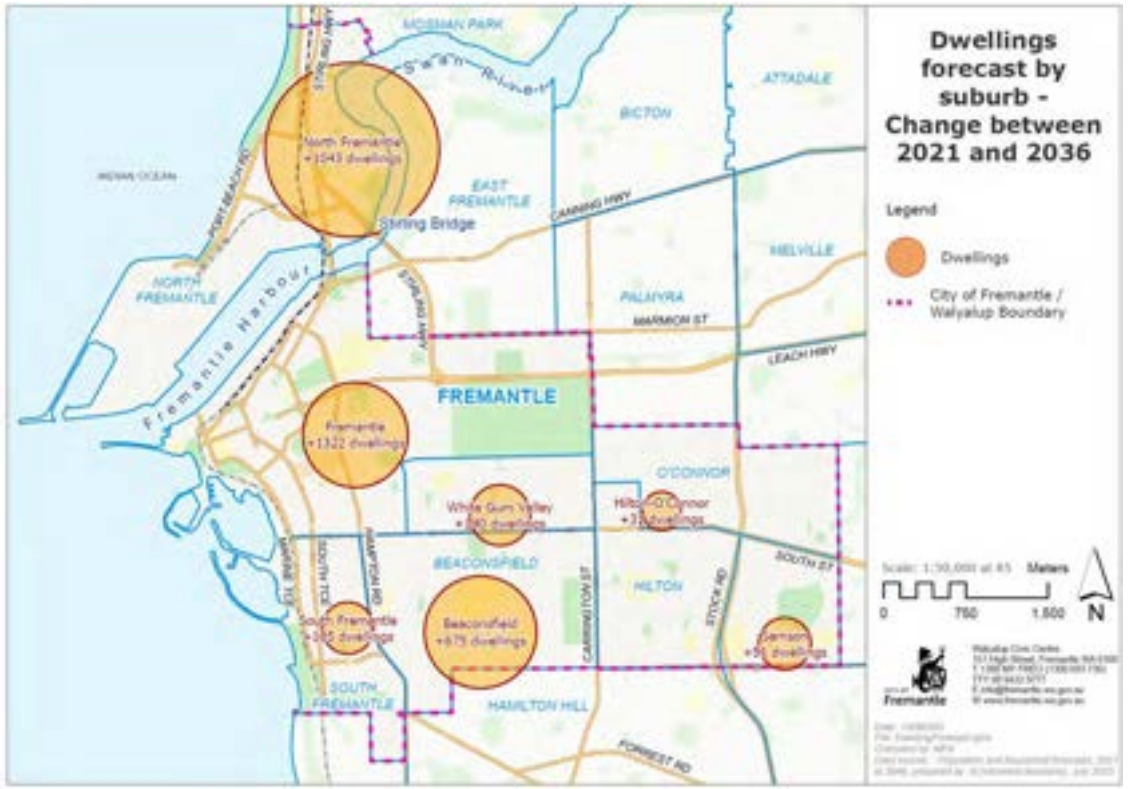
Forecast id anticipates, through the assumptions provided above, an additional 3,369 dwellings will be provided in the City of Fremantle from 2021 by 2036.

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

Areas that have the potential for the most development are the suburbs of Fremantle (potentially 1,322 additional dwellings), North Fremantle (potentially 1,043 additional dwellings with the currently industrial and Fremantle Port land not accounted for) and Beaconsfield (potentially 675 additional dwellings). Notable areas of potential are the City Centre area and the Knutsford and Swanbourne Street development areas in Fremantle, the McCabe Street development area in North Fremantle, and the Heart of Beaconsfield master planning area accommodating several significant redevelopment sites in Beaconsfield. Refer to 4.2.1 Housing below for discussion on the provision of housing and Table 12 for dwelling forecast numbers by suburb.

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

Figure 11: Population and household forecasts 2021 - 2036 (Source: Forecast id)



4.1.4 Demographic Analysis

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

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

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

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

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

Planning Responses:

- Maintain a range of density coding and housing types to support the community's diverse housing needs.
- Maintain density infill opportunities in unconstrained, well serviced locations (i.e. those with access to local shops and public transport). A review of feasibility constraints could assist in understanding the potential for further / faster uptake of development opportunities.

- Continue to support and promote innovative, accessible and affordable housing options, including existing incentives. Further incentives may be appropriate in some areas.
- Continue to protect Fremantle's heritage (including recognition of its migrant heritage).
- Plan and advocate for further improvements to the public transport network to support increased use of active transport and access to jobs and services.
- Continue to promote shared use and improvement of facilities, and actively participate in discussions with key service providers regarding continued maintenance of key health, education, recreation and community services, and planning necessary to sustain a growing population.
- Undertake a housing strategy to identify gaps and future needs and investigate incentivising needs into the planning framework.

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

4.2 Community, Urban Growth and Settlement

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

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

European settlement to the area commenced in 1829 when the port was established for the Swan River Colony and Fremantle became a centre of trade. Located on a limestone headland and escarpment, the Fremantle township established soon after and the city thrived, developing into a diverse and vibrant regional centre. The main industries at this time were shipping, fishing and farming. Gradual growth took place during the mid 1800s with more rapid growth during the 1890s and early 1900s, spurred by the opening of the railway line from Perth (1881), the establishment of the Inner Harbour (1897), and the gold rush. Land was resumed along the river and coast for town, port, quay and reserve (e.g. Esplanade Reserve) areas.

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

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

Figure 12: 1865 Map of Fremantle

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

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

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

4.2.1 Housing

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

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

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

Dwelling Forecasting shows additional dwellings to accommodate population growth and targets can be accommodated under the existing planning framework.

The areas that will accommodate increased growth within the suburbs are specifically:

- **High density inner-city development**: Provisions for high density and additional heights, as well as a mix of uses, is provided for within the City Centre and Northern Gateway /East End precinct. Additional detailed planning for an increase in population will be pursued through the City plan planning area action. The inner City areas are part of the Fremantle suburb. The dwelling forecast for this portion of the Fremantle suburb is 576 additional dwellings by 2036, or 44% of the suburb yield.
- **Development Areas**: Brownfield redevelopment sites by suburb: Fremantle: Burt, Knutsford and Swanbourne Street. North Fremantle: McCabe Street. Beaconsfield: Davis Park, former TAFE site and Lefroy Road Quarry. Housing diversity is a feature of structure planning in these areas.

- **Non-city centre activity centres, mixed use corridors and nodes**: Various areas zoned for additional development appropriately located in proximity to amenities and transport.

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

  Transit corridor nodes along South Street are appropriately zoned with provisions for increased height and higher density development.

- **General infill**: Small scale infill development in existing suburbs including split-density codings in Hilton, White Gum Valley, and Beaconsfield. New dwellings in these areas tend to be larger 'family sized' dwellings in contrast to the smaller apartments and units being achieved in inner areas. A diversity of housing, including smaller housing types to accommodate household structure is encouraged.

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

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

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

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

Omissions from the map include:

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

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

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

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

On a local site-specific level, contamination is a constraint for several sites. Service restrictions (particularly absence or inadequacy of sewer or water provision) is an additional (cost and infrastructure) constraint for development in South Fremantle (around Strang Street), Knutsford Street / Swanbourne Street and for denser development in central Fremantle.

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

- There will be periods of increased growth (more dwellings) and times of lighter development (less dwellings built/annum).
- Land is currently adequately zoned and will provide for the growth anticipated in this strategy and State Planning Strategy i.e. Perth and Peel @ 3.5million.
- Additional large-site planning will be undertaken for specific redevelopment areas i.e. structure planningFurther opportunities for low impact locally considered infill development may exist within suburbs. These opportunities can be explored through community-lead neighbourhood planning and visioning processes as and when resources are available. Work on these opportunities will include review of Freo Alternative, response to R-Codes Volume 1 (Medium Density), potential provision to support redevelopment of significantly) non- conforming density sites to maintain housing diversity and future precinct planning.

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

Figure 13: Key development sites

4.2.2 Built form and character

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

Figure 14: LPS4 Planning Areas

Whilst Fremantle's building stock is diverse, and its character sometimes eclectic, there are critical consistent elements which contribute to its significance and sense of place. Retaining these whilst still accommodating change, and the population increases discussed above, requires a nuanced approach. Some review of development standards may be appropriate to remove unnecessary or confusing duplication and/or

conflict with state standards as these develop (e.g. Design WA initiatives) however maintenance of area-based policy supplements to the R-Codes will remain necessary to facilitate good, context- appropriate built form outcomes in Fremantle into the future.

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

4.2.3 Cultural heritage

4.2.3.1 Aboriginal History

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

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

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

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

A further 10 places in the City of Fremantle are considered 'Other Heritage Significance' under the Act including DAA18332 Clontarf Hill. These sites are important cultural and historical sites that must be managed accordingly. Refer to Figure 14 for registered and other heritage significance indigenous sites.

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

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

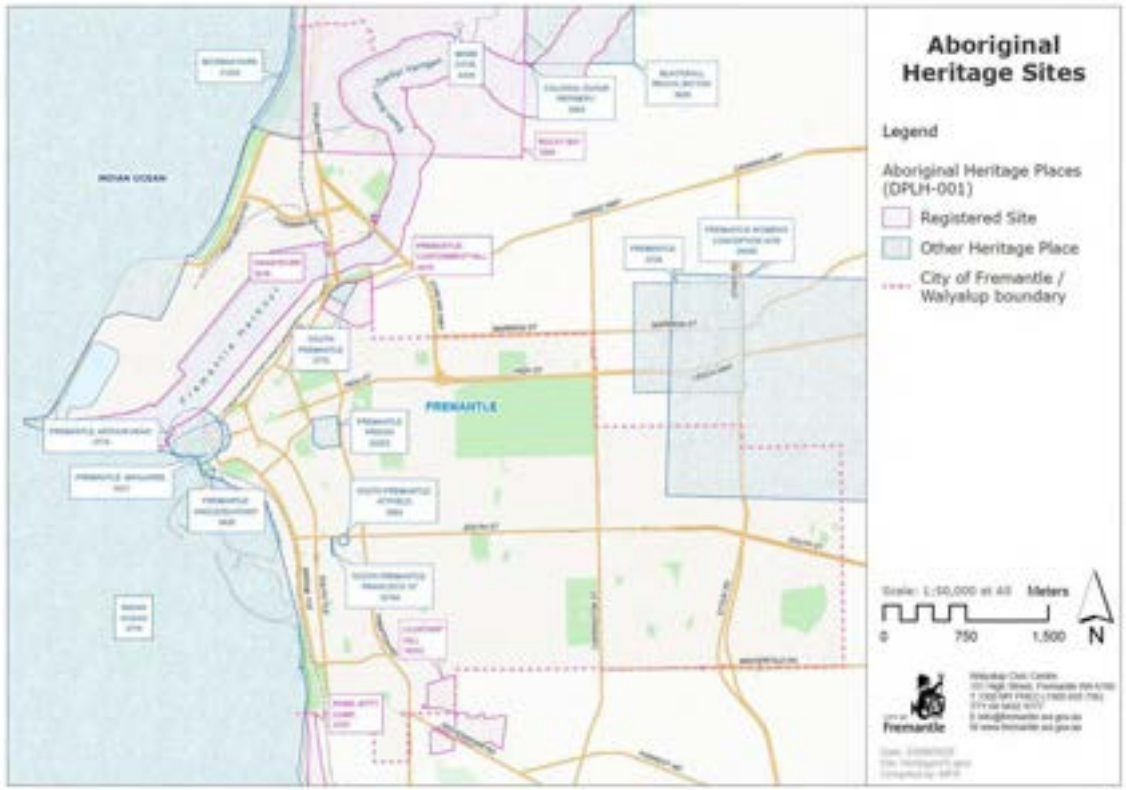
Table 14: Registered Aboriginal Sites

Site	Site Type	Status	Access	Notes
DAA3419 – Cantonment Hill	Ceremonial, Mythological, Camp, Named Place, Plant resources	Permanent	Open	Cantonment Hill

DAA3536 – Swan River	Mythological, Named place	Permanent	Open	Located in all reserves except Cantonment Hill and Arthurs Head
DAA3596 – Rocky Bay	Mythological	Permanent	Closed – Location not available	Swan River

DAA3707 – Robb Jetty Camp (very small portion)	Camp	Permanent	Very small portion in the CoF is accessible - open	The boundary of this site comes into the City of Fremantle boundary

Figure 15: Aboriginal heritage sites within City of Fremantle (source: State of Western Australia AHIS)



4.2.3.2 Built Heritage

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

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

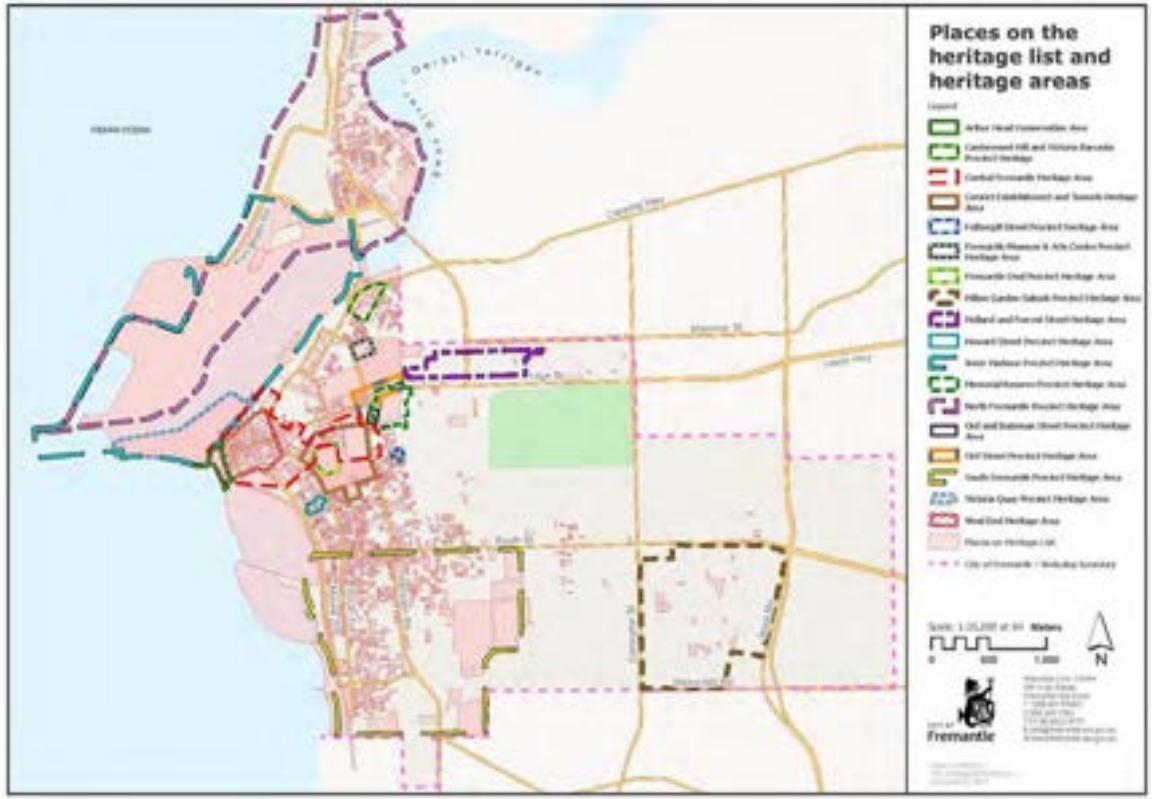
The City's quality and breadth of built heritage places and depth of traditional streetscapes are regarded as a significant asset and an integral part of not just Fremantle's, but Western Australia's sense of place. This sets it apart from many other localities in Perth. As such, the City's heritage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

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

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

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

Figure 16: Built heritage: Heritage listed places and areas



4.2.4 Activity centres

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

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

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

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

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

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

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

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

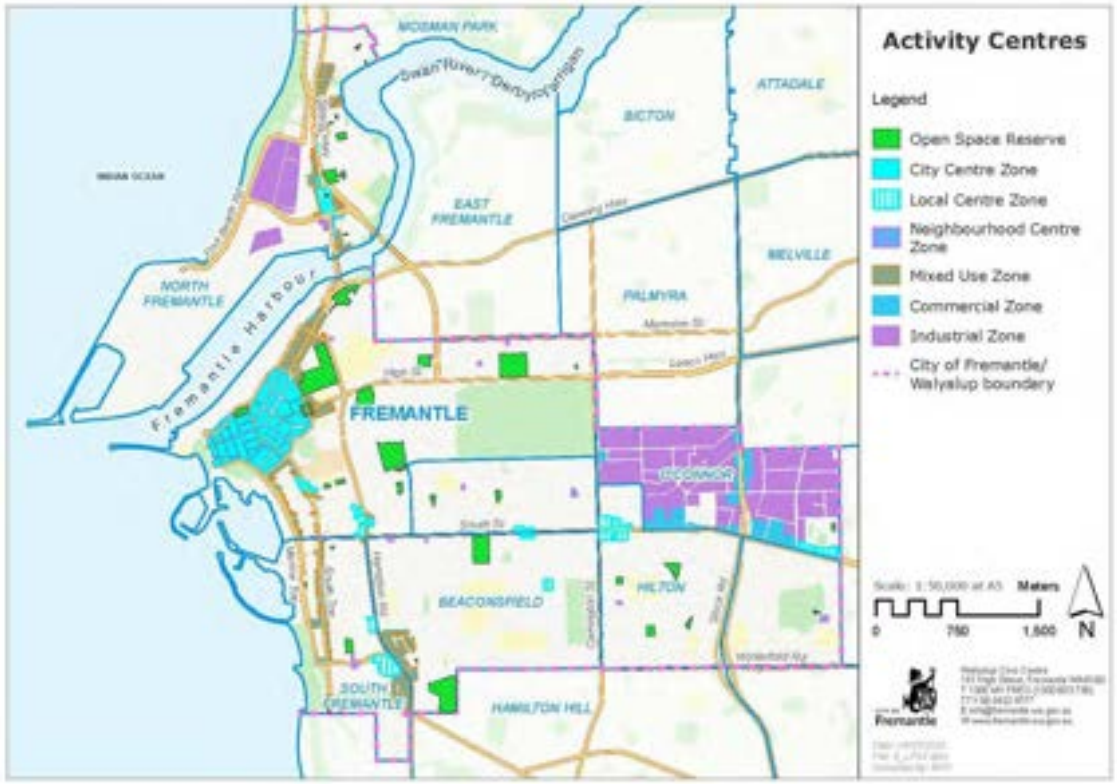
Table 15: Retail floor space gaps (source: Pracys 2023)

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

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

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

Figure 17: City of Fremantle Activity Centres



4.2.5 Public open space and community facilities

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

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

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

Figure 18: Public open space and community facilities (source: Greening Fremantle Strategy 2020)

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

Figure 19: Hierarchy of POS and catchments

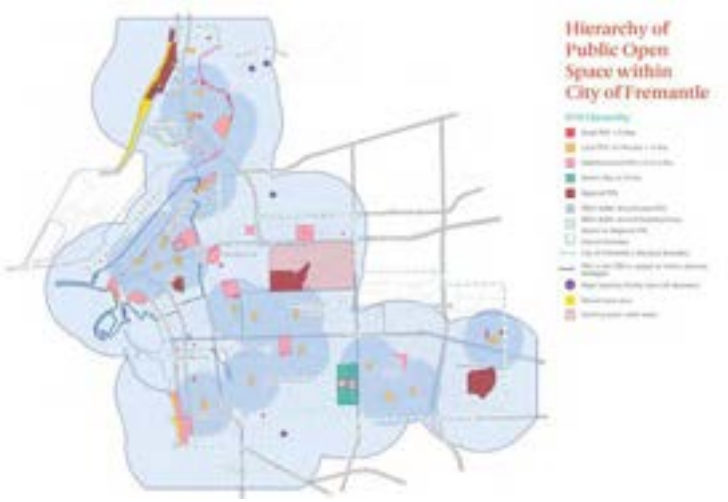


Table 17 below breaks down the POS number based on the hierarchical classification and calculates the provision per person based on five-year population increments. The table shows that whilst net provision of open space in the City meets the 10% public open space land area requirements of state planning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

Table 16: Population by year and POS per person

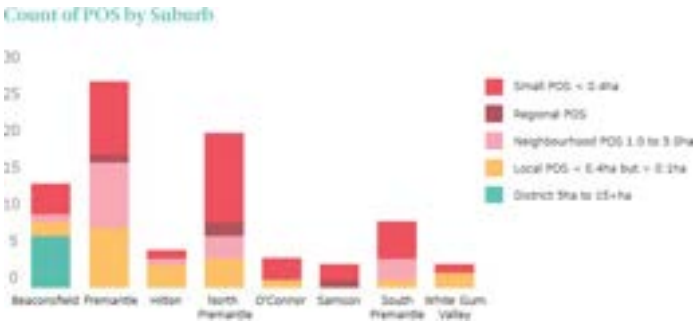
		2016	2021	2031	2036
Classification	Area (m2)	28,893	31,930	35,101	42,440
Small < *0.4ha*	43,048	1.49	1.35	1.23	1.01
Local *0.4ha to 1ha*	137,776	4.77	4.31	3.86	3.25
Neighbourhood *1ha to 5ha*	492,441	17.04	15.42	12.46	11.60
District *5ha to 15+ha*	176,697	6.12	5.53	9.99	4.16
Regional	419,989	14.54	13.15	11.97	9.90

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

Assessment of POS provision on a suburb-by-suburb basis shows that Fremantle and Beaconsfield benefit

most, with the largest provision in terms of total hectares and number of spaces.

Figure 20: Count of POS by suburb



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

Table 17: Current POS provision

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

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

Table 18: Future POS provision

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

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

Table 19: Future POS sport spaces requirements

Number	Size	Total Hectares Required
1	Oval playing field dimension with safety zone = 145m x 175m	2.53 ha
1	Square playing field dimension with safety zone = 108m x 71m. Total area = 7,668m2 or 0.77ha	5.39 ha
	TOTAL	7.92 ha

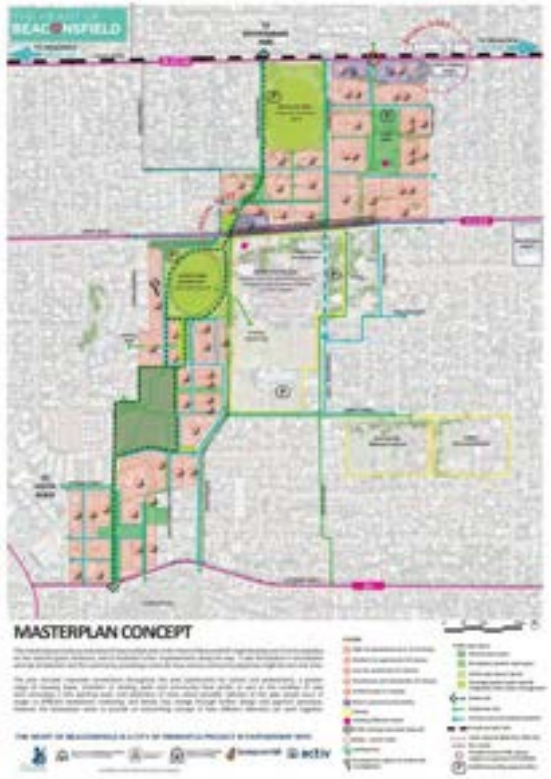
The analysis of existing use of Sport Spaces shows that there is some capacity to meet future demand, however there is not the capacity to meet the future requirement for 7.92ha of space. This makes the provision of the additional Sports Space POS at Beaconsfield particularly important regarding the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

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

- Retention of existing net open space, particularly in areas subject to significant population increases (including central
- Fremantle, North Fremantle and South Fremantle)
- Potential upgrade of existing open spaces offering to accommodate increased usage.

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

Figure 21: Heart of Beaconsfield Masterplan



4.2.6 Planning framework

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

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

4.2.7 Community, Urban Growth and Settlement Planning analysis

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

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

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

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

Planning Responses:

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

1. Urban Structure

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

Actions:

- When considering plans for centre development and urban renewal (i.e. structure plans, large developments, corridor planning, rezoning requests) the City will support urban consolidation including Residential Density Codes higher than, but complementary to, the surrounding area where a diversity of housing is provided and the existing network of centres, (including commerce, amenities, services and jobs) is maintained within walking / cycling distance of most dwellings in catchment area, and near public transport, to reduce dependence of vehicle travel to access goods and services.
- Following activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation. [Potential Scheme Amendment]

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

2. Housing

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

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

Overall the City endeavours to meet or exceed infill targets.

Actions:

- Maintain mix of densities throughout City accommodating differing housing typologies & support and incentivize housing diversity, particularly for adaptable, accessible and affordable housing.
- Continue to support and investigate opportunities or bonuses to incentivize housing diversity, particularly for adaptable, accessible and / or affordable housing on redevelopment sites through policy, structure plan or scheme provisions that respond to identified need for more adaptable, accessible and affordable housing to accommodate community profile, aging in place and create market incentive to provision. *[Potential LPP or Scheme Amendment]*

- Investigate local opportunities for 'smart' low impact infill in established neighbourhoods through:
  - Review of Freo Alternative
  - Response to R-Codes Volume 1 (Medium Density)
  - Potential provision to support redevelopment of significantly) non-conforming density sites to maintain housing diversity
  - Future precinct planning *[Potential Scheme Amendment]*
- Continue to accommodate population growth and dwelling targets within: High-density inner-city development, Development Areas, activity centres, mixed use corridors and nodes, and through some local area based infill in specific locations.
- Review and update structure plans to align with contemporary standards. Include specified minimum yield outcomes where appropriate.
- Monitor development rates and periodically review feasibility constraints and impediments to uptake.

3. Built form and character

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

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

Actions:

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

4. Public Open Space and Community Facilities

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

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

Actions:

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

5. Planning framework

Ensure consistency and continued improvement to the planning framework.

Action:

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

4.3 Economy and Employment

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

A process of reinvention began, with investment in the arts, the establishment of Notre Dame University and the

consolidation of the city's waterfront at the fore. In 2016, Freo is bearing the fruits of this process, with thriving urban culture and a string of awesome arts events celebrating the city's essence."

(Lonely Planet 'Best in Travel 2016')

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

Fremantle's key attractors include:

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

Fremantle's economy includes:

Figure 22: Key statistics for City of Fremantle (source: ID, 2022)

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

4.3.1 Activity Centres

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

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

Table 20: City of Fremantle Retail (source: Pracsys, 2023)

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

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

Fremantle City Centre

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

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

Table 21: Comparison of Perth retail centres

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

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

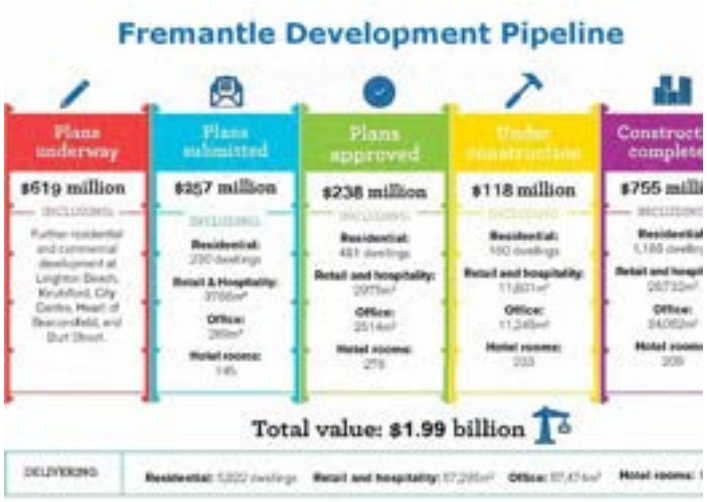
Table 22: Retail floorspace gap comparison of centres

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

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

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

Figure 23: City of Fremantle's development pipeline



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

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

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

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

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

District centre

The North Fremantle centre is identified as District Centre under State Planning Policy 4.2. The North Fremantle centre operates more as a neighbourhood centre with restricted physical opportunity to grow, and a catchment limited by physical constraints (such as the beach, river and port) and proximity to Fremantle city centre. The RNA identifies a floor area / retail gap in North Fremantle of a supermarket use / site. There may be opportunities for additional development in the centre through land assembly or the deconstraint of larger lots on its periphery. Further clarification of its future catchment (and the potential for additional residential on surplus port land) would be investigated through detailed planning work on the planning area identified as part of the Local Planning Strategy.

Neighbourhood, Local and other centres

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

In some locations, mixed use areas have evolved as a quasi-extension of local centres, such as along South Terrace where the differentiation between centre and mixed use is blurred. In other mixed use zone areas, uptake has either heavily slanted towards either residential or commercial development. Review of the purpose and function of each of the City's mixed-use areas could assist in resetting expectations and may, in some areas, justify a change to ground floor retail requirements or rezoning.

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

for precinct planning to better utilise and grow a mix of uses in this area.

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

4.3.2 Employment

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

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

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

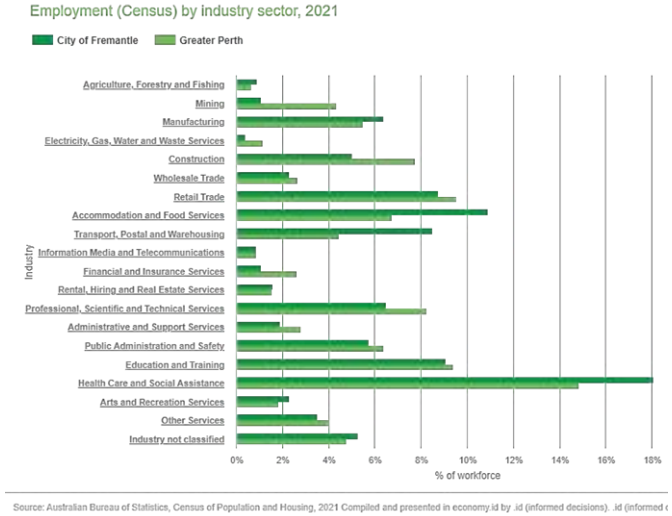
- Health Care and Social Assistance (4,981 people or 18.1%)
- Accommodation and Food Services (3,005 people or 10.9%)
- Education and Training (2,496 people or 9.1%) associated with University of Notre Dame, TAFE and schools.

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

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

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

Figure 24: City of Fremantle and Greater Perth employment by industry sector 2021) source: ID informed choices)



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

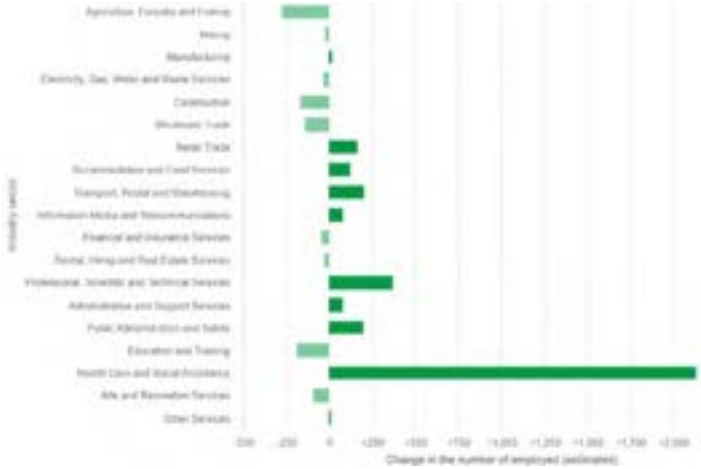
- Health Care and Social Assistance (+1,726 local workers)
- Accommodation and Food Services (+457 local workers)
- Professional, Scientific and Technical Services (+381 local workers)
- Transport, Postal and Warehousing (-188 local workers)

These changes reflect the following:

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

these jobs to industrial hubs developing in the outer metropolitan area.

Figure 25: City of Fremantle change in employment 2016 / 17 - 2021 / 22 (source: ID informed choices)



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

Specific Employment locations and industries are:

- O'Connor Industrial Area
- North Fremantle - primarily associated with the port
- Hilton and the South Street corridor – local and neighbourhood retail and services
- Fremantle City Centre – Regional retail, services and entertainment, Notre Dame University and TAFE, maritime services centred around the boat harbours.
- Adjacent to the City Centre - Health services including Fremantle Hospital
- South Fremantle - the South Terrace Mixed Use corridor, and South Fremantle mixed use industrial area.

Figure 26: City of Fremantle employment locations and number of workers (source: ID informed choices)

Fremantle Port is one of the state's most significant transport and logistics hubs. The inner harbour plays a critical function in facilitating trade in the state, handling most of the State's container trade. The Outer Harbour is one of Australia's largest bulk cargo ports. Additionally, the Port supports both land-based and maritime logistic industries that service the port. In the 2022-23 year the Fremantle ports' highlights across five key operational areas of safety, sustainability, efficiency & reliability, capacity and engagement were:

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

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

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

The creative (including film) industries, maritime-based research commerce and industry (blue economy), sustainability and other knowledge-based industries all represent emerging strategic employment opportunity sectors as Fremantle's complementary role to more conventional industrial and business districts evolves.

These industries are already established in the City and will likely see growth into the future, capitalising on its natural attributes, social characteristics and the attractions it offers. Maintenance of suitable zoning, access to infrastructure, and support for colocation and consolidation are important in optimising the potential for these uses.

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

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

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

4.3.3 Industry

Industrial development is accommodated within:

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

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

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

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

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

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

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

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

Figure 27: City of Fremantle O'Connor Industrial buffers (source: LPS4)

4.3.4 Tourism

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

Fremantle's 1.16 million day trippers annually (2018/19) have traditionally included a combination of international, interstate and intrastate visitors with 1.71 million international and domestic visitor nights. Combined with local visitation, attendance of Fremantle's most popular

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

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

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

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

4.3.5 Knowledge based industry

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

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

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

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

Figure 28: Educational Facilities

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

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

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

4.3.6 Healthcare

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

Outside of the hospital, an ageing population in Fremantle has driven demand for ancillary services to exist in areas such as physiotherapy, dental, occupational therapy, ophthalmology and dermatology as well as natural medicine. Maintenance of sufficient centrally located

commercially zoned land well connected to its catchment by public transport will support growth in this sector.

4.3.7 Economy and Employment Response

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

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

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

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

Planning Response:

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

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

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

Actions:

- Maintain land use flexibility in City Centre and protection of heritage elements and character
- Review of zoning/development standards around the Paddy Troy Mall *[Potential Scheme Amendment]*

- Review potential for noise conflicts and management strategies for entertainment noise, including the option of an entertainment noise precinct *[Potential Scheme Amendment]*
- Continue to advocate for place-making design interventions, including those identified to better connect the City Centre with its waterfront.
- Review retail modelling and update centre strategy to reflect population growth and changing retail environment.
- Maintain land use flexible within centres, with ground floor of the core dedicated to commercial uses but opportunity for density residential on upper floors, to the periphery and off the main streets.
- Avoid out of centre commercial development.
- Review role and function of Mixed Use areas, including the requirement for commercial ground floor space in peripheral areas
- Develop Parking Plan and review parking requirements. *[Potential Scheme Amendment]*
- Develop Precinct Plans for Fremantle City Centre, North Fremantle Town Centre and South Fremantle Centre (where owners supportive).
- Review feasibility impediments to higher density residential development including Building Code restrictions to adaptive reuse.
- Continue to support Design Review input into significant developments. *[Potential Scheme Amendment].*

2. Port

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

Actions:

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

3. Employment

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

Actions:

- Maintain zoning capacity for commercial, tourism, retail and industry uses in appropriate located centres.
- Continue to protect the special heritage attributes of the City.

- Review noise management within the City Centre and other creative industry nodes with a view to determining a clear standard and statutory mechanisms (potentially involving further updates to the Noise Regulations) to manage conflict with residential uses in these areas. *[Potential Scheme Amendment]*
- Continue to advocate for improved public transport connections to and between employment centres

4. *Industry*

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

Actions:

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

5. Tourism

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

Actions:

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

4.4 Environment

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

4.4.1 Climate Emergency

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

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

4.4.2 Natural Areas

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

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

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

Figure 29: City of Fremantle green links (source: Greening Fremantle: Strategy 2020)

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

Some Development Areas (including the Lefroy Road Quarry area, the Swanbourne Street area and the Hollis Park area) have been subject to revegetation, both

natural and contrived. Recognition of the primary planned purpose of these areas through the maintenance of the Development zone is recommended,

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

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

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

4.4.3 Water Resources

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

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

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

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

4.4.4 Coastal Protection

The City, in partnership with adjoining local authorities and the state government, prepared Coastal Hazard Risk Management and Adaptation Plans (CHRMAPs) for both the southern beaches (harbour mouth to South Beach and

beyond) and Port and Leighton beaches, refer to Figure 29 and Figure 30. These plans identified increasing erosion and inundation risk mostly associated with the impacts of modelled sea level rise.

Figure 30: City of Fremantle CHRMAP North

Figure 31: City of Fremantle CHRMAP South

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

Port and Leighton beaches are heavily used and although Leighton is identified as a District-level coastal node in the hierarchy of coastal nodes contained in the WAPC State Coastal Planning Policy Guidelines (November 2020) which supplement SPP 2.6, it arguably serves more of a regional catchment function. There is a demonstrated need for improved facilities at Port Beach to take the pressure off Leighton Beach and accommodate overall growth in demand for beach use as the population increases. With coastal hazard impacts already evident in this area any reserve planning may well need to provide for additional land for dune systems to establish further back, and land behind those dunes for new recreational facilities safe from erosion and/or inundation over the 100-year planning horizon, i.e. public car parks, cafés, change rooms/toilets, BBQs/shade structures and the like. Due to these factors there may be a need in this area for foreshore reserve depth over and above what a 'normal' SPP2.6 assessment might indicate. This work, however,

has not currently been completed and will inform the appropriate response.

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

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

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

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

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

4.4.5 Basic Raw Materials

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

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

4.4.6 Contamination

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

Specifically, contamination has been assessed to represent a long-term constraint to development within the Hollis Park Development Area (former landfill). Contamination on other sites such as Lefroy Road Quarry and the Knutsford and Swanbourne Street development areas

represent a feasibility constraint/factor but not an insuperable one.

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

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

Figure 32: Contaminated sites in the City of Fremantle

4.4.7 Bushfire Planning

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

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

- North Fremantle river foreshore
- Booyeembara Park and Fremantle Public Golf Course, White Gum Valley
- Sir Frederick Samson Memorial Park, Samson
- A small portion of Stock Road, Hilton
- Clontarf Hill, Beaconsfield
- The former Hollis Park landfill site, South Fremantle.

Figure 33: City of Fremantle Bushfire Prone Area (source: State of WA SLIP)

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

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

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

4.4.8 Environment Response

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

With the drying climate, an increasing focus for planning is water efficiency and reduction measures, and ongoing management of natural areas (including management of the bushfire risk they can pose).

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

Continued promotion and implementation of best practice in natural area and urban water management in

established and new developments, as well as infrastructure upgrades will be ongoing to overall reduce water use and improve water cycle and urban forest management outcomes.

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

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

Planning Response

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

1. Climate emergency

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

Actions:

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

2. Natural Areas & Vegetation

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

Actions:

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

- Review landscaping requirements for private development to promote increased canopy

3. Water Resources

Protect water resources and promote best practice management.

Actions:

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

4. Coastal Protection

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

Actions:

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

5. Contamination

Maintain responsible management of contaminated sites pending their remediation.

Actions:

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

6. Bushfire Prone Areas

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

Actions:

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

4.5 Infrastructure

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

4.5.1 Transport network (people and Freight movement)

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

Figure 34: Regional Centres and transport links between them (source: City of Fremantle Integrated Transport Strategy)

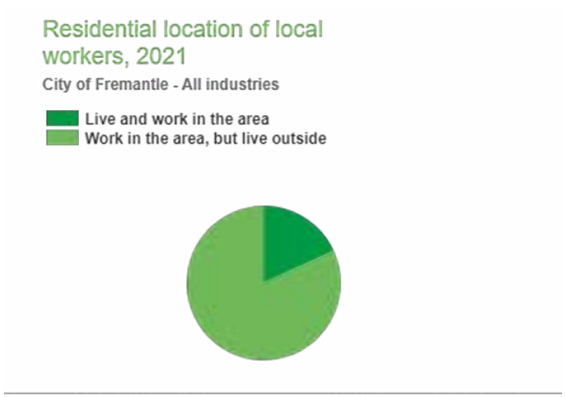
Some of the evolving transport needs that are increasingly becoming important to address as technologies emerge, and the population increases and ages, are:

- promoting sustainable short trip transport modes including cycling and walking
- providing for newer technology such as electric powered bikes and scooters

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

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

Figure 35: Residential location of local workers



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

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

4.5.1.1 Public Transport

The Fremantle train station, in the heart of the City, provides public transport access by train to Perth via North Fremantle and the western suburbs such as Cottesloe, Claremont and Subiaco. Other metropolitan destinations can be accessed from Perth (Refer to Figure 35).

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

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

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

Figure 36: Fremantle rail line and ped sheds around train stations

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

Figure 37: Public transport links (source: City of Fremantle Integrated Transport Strategy)

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

- Along South Street, connecting Fremantle to Murdoch Activity Centre, and the Perth-Mandurah train line; and,
- Along a new north-south route connecting Fremantle to Cockburn Coast, Cockburn Central and to the south-west catchment as indicated on the Perth and Peel @ 3.5 Million Transport Plan.

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

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

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

4.5.1.2 Road Access

Canning and Leach Highway, South Street and Hampton Road are the main feeder roads for vehicular traffic into Fremantle from the east and south. These roads bring traffic from the Kwinana Freeway north/south feeder, and Stirling Highway brings vehicular traffic in from the north.

Cockburn Road and Rockingham Road also feed into Hampton Road from the south. Stock Road, Leach Highway and High Street form an important freight link in and out of Fremantle Ports inner harbour. These routes are also used by Fremantle residents to access the wider metropolitan area.

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

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

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

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

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

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

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

4.5.1.3 Freight

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

Extension of Curtin Avenue to the north remains unprogrammed.

Figure 38: Road links (source: City of Fremantle Integrated Transport strategy)

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

Until the relocation of container shipping functions occurs, the protection of the regional connections (including the

southern freight link) is required. In the event of relocation, the priority will shift, and further investigation into alternative opportunities will occur. In the event of retention of the port, further planning around the establishment of transport noise control areas would be appropriate.

4.5.1.4 Pedestrian & Cycle

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

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

4.5.1.5 Marine

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

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

Figure 39: Strategic bike network (source: City of Fremantle Bike Plan 2019 - 2024)

4.5.2 Fremantle Port

Fremantle Port remains the primary ocean gateway into Western Australia. In 2019/2020 the independent taskforce Westport assessed the options for the future of Fremantle Port operations and found that even with billions of dollars' worth of road upgrades, the transport network supporting the Fremantle Inner Harbour would reach capacity by the mid-2030s.

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

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

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

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

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

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

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

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

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

Area 1

Council to:

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

Area 2

Council to:

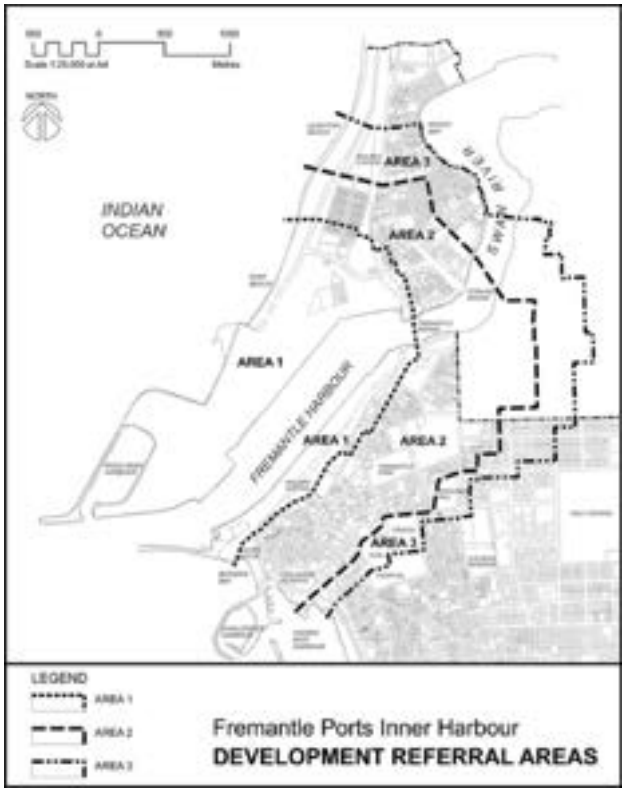
- refer only applications for development to Fremantle Ports for comment if development considered a sensitive use, development would result in a concentration of people, or residential developments incorporating 5 units or more.
- notify Fremantle Ports of amendments to the Scheme if they could result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

Area 3

Council to:

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

Figure 40: Fremantle Port Special Control Area (source: LPS4 & LPP 2.3)



4.5.3 Telecommunications

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

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

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

trialled at Knutsford East Village, and opportunities for water harvesting and reuse) where feasible.

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

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

Consideration should also be made for development abutting existing or future transmission infrastructure including substation/terminal site(s) as well as easements and safe clearance corridors as shown in Figure 40.

Figure 41: Western Power transmission infrastructure (Source: PlanWA SLIP Database)

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

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

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

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

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

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

4.5.5 Coastal

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

The CHRMAPs identify response options and pathways, with work currently occurring on interim protection works at Port Beach. As per the Future of Fremantle Place and Economic Vision, a sustainable long-term 'protect' solution to coastal erosion at Port Beach is to be achieved that maintains the usability of the beach and supports its role and function as a regionally important destination. Work will occur in conjunction with the state and key landowners to review re-planning opportunities north of Tydeman Road. Maintenance of road access and the district level beach facilities (as well as wide sandy beaches and foreshore reserve) are important priorities for the City in this process, noting that Port and Leighton beaches service a very deep catchment due to their connection to eastern suburbs available through Canning Highway and High Street / Leach Highway, and the absence of alternatives available through central Fremantle due to the port and Fremantle harbours.

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

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

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

4.5.6 Tourism

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

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

/ motel offerings. The City supports the addition of hotels and has approvals in the development pipeline for over 450 rooms (i.e. Spicer's site, 45 Henderson, 67 South Terrace, 19 Essex Street and former Woolstores site).

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

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

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

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

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

- Improvements to the crossing from the cruise ship terminal into central Fremantle.
- Improvements to the waterfront, and the connections between it and the City more generally.
- Additional heritage conservation, trails and interpretation.
- Upgrades to wayfinding.
- Upgrades to the railway station forecourt including the surrounding road and pedestrian network.
- Maintain flexible but managed provision for short stay accommodation throughout Fremantle

4.5.7 Infrastructure Direction

As an established metropolitan municipality, the City's hard infrastructure (its roads, rail, port, power, water and wastewater systems, telecommunication, recreational and civic buildings) is well established, having been progressively installed and periodically upgraded over the

past 200 years since Fremantle was first settled by Europeans. The infrastructure supports businesses, residents and visitors however is aging and, in many areas, in need of significant upgrade.

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

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

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

As this theme promotes the delivery of infrastructure in a coordinated manner by both public and private agencies, the City has liaised with the following service provider or agency responsible for the relevant infrastructure at the local planning strategy stage to ensure the close integration of land use planning and servicing:

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

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

Planning Response

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

1. Transport

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

Actions:

- Maintain freight access to Port accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents
- Review parking provision and management, and review scheme parking standards *[Potential Scheme Amendment].*

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

2. Port

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

Actions:

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

3. Coastal Infrastructure

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

Actions:

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

4. Servicing

Promote service extensions to development areas.

Actions:

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

5. Tourism

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

Actions:

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

6. Telecommunications

Maintain efficient telecommunications network and provision for growing demands.

Actions:

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

7. Funding

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

Action:

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

CITY OF
Fremantle
~~DRAFT~~ Local Planning Strategy –
Part 1
March 2025

ADVERTISING

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

Signed for and on behalf of the Western Australian Planning Commission

_____

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

ADOPTED

The City of Fremantle hereby adopts the Local Planning Strategy

at the Ordinary meeting of the Council held on the _____

day of _____ 2025.

_____

MAYOR

_____

CHIEF EXECUTIVE OFFICER

_____

ENDORSEMENT

Endorsed by the Western Australian Planning Commission

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an officer of the Commission duly authorised by the Commission

(pursuant to the Planning and Development Act 2005)

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Date _____

~~DRAFT~~ Local Planning Strategy

Part 1 – Strategy

March 2025

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1 Introduction

The City of Fremantle Local Planning Strategy comprises:

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

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

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

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

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

The local planning strategy forms the strategic basis for the review and update of the City of Fremantle's Local Planning Scheme No. 4 (LPS 4). It draws on and uses the principles of the 2001 Local Planning Strategy, which formed the basis of LPS 4 when it was prepared. The Local Planning Strategy plans for a 10–15-year timeline.

2 Vision

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

- Liveable City

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

- Thriving City

A thriving city with a prosperous and innovative economy.

- Creative City

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

- Resilient City

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

- Inclusive City

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

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

"A unique, resilient and liveable city where everyone belongs."

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

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

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

3 Issues/Opportunities

3.1 Overview

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

State Planning Framework Theme	Corresponding Strategic Community Plan Theme Objectives
Community, urban growth and settlement	• Sustainable growth in city centre population • Sustainably designed and optimised urban and natural environments • A unique built heritage and history that is preserved, protected and shared
Economy	• Vibrant and active city centre • A resilient seven-day economy
Environment	• A focus on planning for a stronger and more resilient future • An educated and empowered community that seeks to mitigate the causes and effects of climate change
Infrastructure	• Connected city • Industry-leading community arts facilities and programming • Functional and inclusive recreational facilities • A future-proofed asset base that remains functional and accessible to the community • A safe and accessible community for all abilities

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

3.2 Community, urban growth and settlement

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

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

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

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

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

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

Table 1: Dwelling forecasts by suburb 2016-2036

Prepared by .id the population experts, July 2023

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

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3.2.1 Planning response

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

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

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

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

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

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

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		b. Consider whether structure plans for the following areas should be extended, amended, or allowed to lapse, with any areas of full buildup normalised into the scheme. In amending or creating new structure plans, consider addition of minimum yields and collaborate with adjoining local governments (where relevant) to coordinate planning objectives: i. DA1 – Knutsford Street East, Fremantle ii. DA4 – Swanbourne Street, Fremantle iii. DA6 – Wool Testing and Sealanes, South Fremantle iv. DA7 – Lefroy Road Quarry, Beaconsfield. v. DA18 – 9-15 McCabe Street	Reference: SPP7.2, P&P @3.5 million, Central Sub-regional planning framework Part 2: 3.6 Structure plans	Short Term (1-5 years)	All
		c. Investigate how outcomes of the Heart of Beaconsfield Masterplan can be addressed through the local planning framework, including additional district level recreational space reflective of growing population and community need.	Reference: Draft SPP 2.3 Part 2: 4.2.5: Public open space and community facilities	Short Term (1-5 years)	D

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	ii. Provide a centre hierarchy reflective of future need taking into account population growth, changing retail environment and existing and local context and supporting walkable transit oriented structure.	d. Following activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation.	Reference: SPP4.2, P&P @3.5 million, Central Sub-regional planning framework, SPP7.2, CoF SCP Part 2: 4.2.4 Activity centres ~~(residential and community)~~, 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All
		e. Monitor the North Fremantle and McCabe Street Areas for potential to create a new Neighbourhood or Local Centre based on residential development uptake and retail needs, and collaborate with adjoining local governments to ensure coordinated planning and service delivery.~~.~~	Reference: SPP 4.2, P&P 3.5 Million Part 2: 4.3.1 Activity centres	Medium term (5-10 years)	B, C~~8~~
		f. Promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network and reduces use of cars.	Reference: SPP4.2, Liveable Neighbourhoods and 1.5 Bicycle Planning, CoF SCP Part 2: 4.2.2 Built form and character	Ongoing (throughout the life of the LPS requiring regular review)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
2. Housing	iii. Accommodate diverse housing (including adaptable, accessible and affordable), in well serviced locations, which meet or exceed infill targets and demographic need.	g. Ensure a mix of densities throughout the City, accommodating differing housing typologies, by primarily considering medium to high density residential development on redevelopment sites.	Reference: DCP1.6 Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All
		h. Undertake a housing needs analysis to identify future needs, including affordability, diversity and aged care requirements, and investigate incentivi~~z~~sing needs from the strategy into the local planning framework.	Reference: Residential Accommodation for Ageing Persons Position Statement Part 2: 4.2.1 Housing	Short (1-5 years)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		i. Investigate innovative housing models that address local context and values, and support density of population and housing affordability, through low impact infill in established neighbourhoods including: i. Undertake a review of Freo Alternative and seek to implement outcomes of the investigation through subsequent scheme and/or R-Code reviews for the localities. ii. Identify any non-conforming density sites and subsequent opportunities for redevelopment.	Reference: SPP7.3, DC1.6 Planning to support transit use and development, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Short (1-5 years) to Long term (10– 15 years)	All
		j. Review the effectiveness of the City's split coding provisions and locations to ensure a balance between density and sustainability outcomes.	Reference: P&P @3.5 million, Central Sub-regional planning framework, PS Residential Accommodation for Ageing Persons. Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		k. Ensure strategy and scheme remains effective and achievable by monitoring development rates and periodically review feasibility constraints and impediments to uptake.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2: 4.2.1 Housing	Ongoing (throughout the life of the LPS, requiring regular review)	All
		l. In collaboration with the Department of Communities (landowner), review the zoning of Lot 125 (No. 100) Hampton Road, Fremantle. Consider rezoning if redevelopment of the site is not being pursued.	Reference: P&P @3.5 million, Central Sub-regional planning framework Part 2: 4.2.1 Housing, 3.6 Structure plans	Medium term (5-10 years)	~~7~~
	iv. Provide a variety of housing options to support the needs of the community	m. Investigate opportunities within the local planning framework to incentivise housing diversity, particularly for affordable housing, aged and dependent persons dwellings and universally designed and adaptable dwellings for aging in place and people with a disability. This may include plot ratio or building height and/or consideration of acceptable development standards.	Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		n. Advocate for affordable and social housing initiatives to be embedded in the state planning framework.	Reference: DCP1.6 Planning to support transit use and development, PS Residential Accommodation for aging persons, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	
		o. Create design guidance or policies for alternate housing types that are currently absent from the planning framework, such as student housing, co-living, etc.	Reference: Part 2: 4.2.1 Housing	Medium term (5 – 10 years)	
3. Built form and Character	v. Continue to protect Fremantle's Aboriginal and historic heritage and support adaptive reuse of heritage buildings	~~n.~~p. Work with relevant agencies to identify additional Aboriginal heritage sites and increase awareness of existing sites.	Reference: SPP3.5, CoF SCP Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		~~o.~~g. Ensure up to date local heritage protection and increase clarity over protection requirements and opportunities for adaptive reuse. This work will include continual reviews of, and updates to, the City's Heritage List, Heritage Areas, Local Heritage Survey and associated policies including specific heritage area policies.	Reference: SPP3.5, Part 2: 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
		~~p.~~r. Maintain, update and review conservation plans for City-managed buildings.	Part 2: 4.2.3 Cultural heritage	Ongoing (throughout the life of the LPS, requiring regular review)	All
		~~q.~~s. Maintain the City's unique streetscape character in all suburbs. Review streetscape policy requirements which recognise~~s~~ historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.	Reference: SPP3.5 Part 2: 4.2.2~~4.4~~ Built~~d~~ form and character, 4.2.3 Cultural heritage	Staged / Ongoing (throughout the life of the LPS, requiring regular review)	All
	vi. Promote high design quality in significant new buildings	~~r.~~t. Investigate the suitability of utilising scheme provisions to support Design Review input into significant developments, including to review design principles and terminology to align with SPP 7.0.	Reference: SPP7.0 Part 2: 4.2.~~4~~2 Built~~d~~ form and character	Short term (1 - 5 years)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
	vii. Promote high quality public spaces and street interface	~~s.~~u. Provide clear framework for complementary public-private interface by developing Public Realm Plan at precinct scale, focusing on centres.	Reference: Part 2: 4.2.4 Build~~dt~~ form and character	Long term (10 – 15 years)	All
4. Public Open Space and Community Facilities	viii. Maintain a network of high- quality parks and reserves adequate to service the needs of a growing population.	~~t.~~v. Undertake a detailed needs analysis of public open space to determine whether a shortfall will exist with increased density, and investigate cash-in-lieu of public open space contribution options to cater for population increase.	Reference: Part 2: 4.2.6 Public open space and community facilities.	Medium term (5-10 years)	All
		~~u.~~w. Consider removal of historic residential density codes over Open Space reserves under the scheme.	Reference: SPP2.0, DCP 2.3 Part 2: 4.2.~~5~~6 Public open space and community facilities.	Short term (1 - 5 years)	All
5. Planning framework	ix. Ensure consistency and continued improvement of the planning framework	~~v.~~x. Ensure local planning policies (LPPs) remain useful and relevant, and consistent with local and state planning intentions by progressively and continuously reviewing, updating and repealing (if applicable) all LPPs.	Reference: All SPP particularly SPP7.3, CoF SCP Part 2: 4.2.~~6~~7 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		~~w.~~v. Investigate zoning anomalies on the Scheme Maps and identify appropriate zones or reservations accordingly: i. Portion Lot 100, 45 Henderson,Street Fremantle ii. Portions Lot 72, 2 Barker Street,North Fremantle iii. Lot 26, 44 Tydeman Road, North Fremantle iv. Portions Lot 71, 50 Tydeman Road, North Fremantle (Railway Hotel Site) v. Lot 66, 74 Parry Street, Fremantle (ROW) vi. Lots 5 and 503, 92 South Terrace,Fremantle vii. Lots 1850, 1851, 1852, 94 South Terrace	Reference: MRS, CoF SCP Part 2: 4.2.~~7~~6 Planning framework	Short (1-5 years)	All

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		~~x.~~z. Work with the WAPC and other relevant State government agencies to investigate MRS anomalies and improve the planning framework. This may include: i. Reviewing regional reserves over Victoria Quay and Fremantle Fishing Boat Harbour in the context of redevelopment plans. ii. Reviewing disconnected parts of the regional road network, potentially in conjunction with advocacy for a 'green road' category focused on public transit. iii. Working together with Main Roads, DPLH, ~~Department of Transport~~Department of Transport and Major Infrastructure and private landowners to resolve the preferred Curtin Avenue alignment and its reservation. iv. Assess the adequacy of the Leighton–Port Beach foreshore reserve and investigate potential expansion to respond to modelled coastal processes and future recreational needs, in partnership with neighbouring local governments to support coordinated coastal planning and	Reference: MRS, CoF SCP Part 2: 4.2.~~6~~7 Planning framework	Short (1-5 years) to Long term (10- 15 years)	~~2,3,10,~~B,C

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		management.~~Considering the adequacy of the Leighton Port Beach foreshore reserve and expanding to accommodate modelled coastal processes and future recreational need.~~ v. Reviewing the Industrial zoning of residential properties in O'Connor.			
		~~y.~~aa. Advocate to, and work collaboratively with, DPLH to advance proposals on strategic sites: i. Fremantle Oval ii. Possible extension of Norfolk Street and the potential redevelopment of the Italian Club site, subject to MRS amendment/rezoning.	Reference: MRS, DCP5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space, CoF SCP Part 2: 4.2.~~7~~6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	A
		~~z.~~bb. Ensure energy and water efficiency incentives are effective by maintaining and periodically reviewing incentives for energy and water efficiency, and other sustainability measures, through the scheme or local planning policies.	Reference: CoF SCP Part 2: 4.2.~~7~~6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		~~aa.~~cc. Ensure alignment with planning regulations by updating Local Planning Scheme to further align with Planning regulations and statewide model scheme text.	Reference: CoF SCP Part 2: 4.2.~~7~~6 Planning framework	Ongoing (throughout the life of the LPS, requiring regular review)	All
		~~bb. Consider undertaking a scheme amendment to reflect State Planning Policy 5.2 – Telecommunication Infrastructure, to ensure Telecommunications infrastructure is not designated as a 'use not permitted' (X) in any zone in the zoning table.~~	~~Reference:~~ ~~SPP5.2, CoF SCP~~ ~~Part 2: 4.2.7 Planning framework~~	~~Short (1-5 years) to Long term (10-15 years)~~	~~All~~

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3.3 Economy and employment

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

Activity Centres

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

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

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

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

Port

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

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

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

Industry and Other Centres

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

3.3.1 Planning response

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

1 Activity Centres

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

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

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

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

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

2 Port

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

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

3 Industry

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

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

suitably zoned and serviced land for commercial activities and services.

This includes facilitating opportunities for local employment, tourism, healthcare and knowledge-based industry as well as avoiding land use conflicts by separating incompatible uses through zoning and the provisions of buffers (i.e. Fremantle Port and O'Connor buffers).

Table 3: Economy and Employment – Planning Directions and Actions

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		b. Work collaboratively with the ~~Department of Transport~~Department of Transport and Major Infrastructure to support the harbours' continued evolution as both authentic working harbours, and significant marine industry, employment, tourism, recreation destination and a blue economy complementary to the broader City Centre. Including to participate in review of the Fremantle Harbours as a key part of the City Centre.	Part 1: Table 3-m,n,t Part 2: 4.3.1 Activity centres, 4.3.3 Industry	Short term (1-5 years) – Medium term (5 – 10 years)	~~10~~

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		c. Review of development and land use standards around the Paddy Troy Mall to facilitate a diverse or select mix of land uses and improve functionality and vibrancy of this area of the City Centre.	References: Part 2: 4.3.1 Activity centres ~~recognise the need for consolidation within centre core and opportunities for contextually appropriate redevelopment of non-heritage sites~~ ~~Reference:~~ CoF SCP	Medium term (5 – 10 years)	~~6~~
		d. Review noise conflicts and management strategies within the City Centre, including considering establishment of a Special Entertainment Precinct.	Reference: PSG Special entertainment precincts (draft), CoF SCP . Part 2: 4.3.1 Activity centres	Medium term (5 – 10 years)	A
		e. Utilise the City Plan: ~~-~~City Centre to inform future Precinct Structure Planning or subsequent stages of planning, where relevant.	Reference: Draft SPP4.2, CoF SCP Part 2: 4.3.1 Activity centres	Long term (10– 15 years)	A

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		f. Increase attractiveness of Fremantle as a destination, and economic and tourism focal point by advocating (e.g. to state government and other agencies) for place-making design interventions to: i. better connect the City Centre with its waterfront; ii. improve legibility and connectivity between tourist destinations within the City; and improve legibility and connectivity to tourist destinations outside the City such as Cottesloe, Perth and Coogee Beach.	Reference: SPP7.3, Perth and Peel @3.5mil, CoF SCP Part 2: 4.3.1 Activity centres, 4.5.1 Transport ~~infrastructure~~network, ~~5vii.z,~~ 4.5.6 Tourism	Ongoing (throughout the life of the LPS, requiring regular review)	A, B, C
	ii. Maintain a functional network and hierarchy of centres to service the local population and maintain a 'walkable' urban form	g. Avoid out of centre commercial/retail development, where it may undermine the viability of established hierarchy of centres.	Reference: SPP4.2. CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)	All

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		h. At detailed planning stages, such as site specific scheme amendments or structure planning, review opportunity for new local centre / local store in Knutsford and McCabe Street Development Areas in coordination with neighbouring local governments to ensure alignment with broader planning objectives and community needs.	Reference: SPP4.2. CoF SCP Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment	Short term (1– 5 years)	8
		i. Review retail needs and investigate ways to fulfill such needs through the planning framework for: i. the South Fremantle centre to potentially expand into a district centre and fill gaps in other centres; ii. other centres to fill identified retail gaps.	Reference: SPP4.2 Part 2: 4.3.1 Activity centres, Appendices - Retail Needs Assessment	Medium term (5 – 10 years)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		j. In addition to the actions outlined in the Urban Corridor Planning Area under Part 4, review role and function of Mixed Use areas along Queen Victoria Street and South Terrace, with the aim of defining and strengthening the City's activity centre hierarchy by preventing linear and out of centre development.	Reference: SPP3.5, SPP4.2, P&P@3.5 million, CoF SCP, ~~Part 1: Table 3 1iii.l~~ Part 2: 4.3.1 Activity centres~~, 1ii.n~~	Short term (1-5 years)	A,B,E
		k. Prepare parking policy for non-residential car parking to optimise accessibility, land use efficiency and place character and function, and investigate parking assessments for different parking rates in precinct plan, centre, or structure plan areas.	Reference: CoF SCP & ITS Part 2: 4.3.1 Activity centres	Short term (1-5 years)	All

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

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2. Port	iv. Recognise the economic significance of the port and maritime functions and participate in work that advocates for good economic, environmental and social outcomes.	m. ~~In preparing the~~Utilise the City Plan~~:~~ City Centre to~~,~~ identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including ~~ways of~~ advocating to relevant State government authorities for investigations into: i. Rail Crossing Improvements – to connect City to Waterfront, including but not limited to: • ~~,~~Cliff Street/Phillimore Street intersection; • Fremantle Train Station pedestrian crossing (west of station); and ~~i.~~• Parry Street proposed vehicle crossing. ii. Victoria Quay Activation. ~~iii. Fishing Boat Harbour and Norfolk Street Extension.~~ ~~iv. Fremantle Oval Redevelopment Project.~~ ~~v. Housing Affordability, densification and residential uplift in City Centre.~~ ~~vi.~~iii. Further consideration	Reference: MRS, CoF SCP Part 2: 4.3.2 Employment, 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review)	A

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		of Future of Fremantle governance structure to support meaningful City input. ~~vii.~~iv. Integration of Future of Fremantle planning with extant North Fremantle local centre and City Centre.			
		n. For Arthur Head Precinct: Work with Fremantle Ports, Department of Planning, Lands and Heritage and ~~Department of Transport~~Department of Transport and Major Infrastructure ~~on~~ to explore opportunities to enhance understanding of heritage and social significance, and improve precinct's function as a key node in the City Centre, and interface between Fishing Boat Harbour, Bathers Beach, Victoria Quay and West End.			A~~11~~

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		o. Work collaboratively with Fremantle Ports to support the continued transformation of Victoria Quay into a vibrant waterfront destination for tourism and trade, to support increased visitation, recreation and employment that is complementary to the broader City Centre	Reference: MRS, CoF SCP Part 2: 4.3.2 Employment, 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review)	A
3. Employment	v. Promote economic diversity incorporating traditional city centre functions, maritime uses and industry, tourism, food and beverage, as well as knowledge-based and creative industries and the blue economy	~~o.~~p. Review land use permissibility for all zones to ensure land use diversity, compatibility, and appropriate concentration of related uses.	Reference: Perth and Peel @3.5million, Cof SCP Part 2: 4.3.2 Employment, 4.3.3, Industry, 4.3.4 Tourism, 4.3.5 Knowledge based industry	Ongoing (throughout the life of the LPS, requiring regular review)	All
		~~p.~~q. Facilitate movement of people and employees to and between service and employment nodes. Continue to advocate for improved public transport connections to and between employment centres.	Reference: SPP3.0, SPP7.2, OP1.6, Cof SCP Part 2: 4.3.2 Employment, 4.5.1~~.1 Public t~~Transport network	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
4. Industry	vi. Protect appropriately zoned and serviced land for industrial uses	~~q.~~r. Review existing scheme provisions related to the O'Connor Industrial area to ensure they are effective and protect the objectives of the Industrial zone. This may include the O'Connor Industrial Interface Special Control Area and/or land use permissibility.	Reference: P&P @3.5million, Draft SPP4.1, MRS, Cof SCP Part 2: 4.3.3 Industry~~7~~	Ongoing (throughout the life of the LPS, requiring regular review)	~~3~~
		~~r.~~s. Manage land use conflict by ensuring areas peripheral to industrial land act as a transitional buffer. This may include undertaking a review of existing zoning, reservations or land use permissibility.	Reference: Draft SPP4.1 Part 2: 4.3.3 Industry	Ongoing (throughout the life of the LPS, requiring regular review). Long	~~3~~
5. Tourism	vii. Build on the existing reputation of the City as a destination by further enhancing its unique attractions to local, regional, national and international visitors.	~~s.~~t. Review the City's planning framework as it relates to tourism to ensure it is fit-for-purpose, addresses emerging tourism trends, and is consistent with the Planning Bulletin for short-term rental accommodation.	Reference: P&P @3.5million, MRS, Cof SCP Part 2: 4.3.2 Employment, 4.3.4 Tourism	Ongoing (throughout the life of the LPS, requiring regular review).	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		~~t.~~u. When considering or participating in proposals related to Victoria Quay and Fremantle Boat Harbours, advocate for tourism land uses compatible with the area's primary functions.	References: Part 2: 4.5.6 Tourism	Ongoing (throughout the life of the LPS, requiring regular review)	~~10,11,~~A

3.4 Environment

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

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

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

3.4.1 Planning response

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

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

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

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

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

Table 4: Planning Directions and Actions

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		b. Review energy efficiency criteria for density bonuses and explore opportunity to incentivise energy efficient building where appropriate.	Reference: Western Australian Climate Policy, CoF SCP, LPS4 and LPP Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All
		c. Continue to support initiatives that reduce carbon footprint of urban development.	Reference: Western Australian Climate Policy Part 2: 4.4.1 Climate emergency	Ongoing (throughout the life of the LPS, requiring regular review)	All
2. Natural Areas & Vegetation	ii. Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.	d. Where regional or local reservations are managed by the City, ensure management practices are aligned with the intent of the City's Greening Fremantle Strategy 2020 and Urban Forest Plan.	Reference: SPP2.0, SPP2.8, OP5.3, CoF SCP Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		e. When considering structure plan and development proposals, advocate for connected network of natural/green open spaces as per Greening Fremantle Strategy.	Reference: SPP2.0, SPP2.8, CoF SCP, Greening Fremantle strategy Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All
		f. Advocate to Main Roads WA and work with DPLH to review and potentially expand Clontarf Hill reserve boundary (R21680) to reflect the Aboriginal Cultural Heritage Register Place 18332 north of Healy Road, existing local planning scheme reservation and/or undeveloped land that could be included in the reserve, to ensure that areas of environmental and Aboriginal heritage significance are protected.	Reference: SPP2.0, SPP2.8 Part 2: 4.4.2 Natural areas.	Medium term (5 – 10 years)	~~4~~

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		g. Consider local foreshore assessments and CHRMAPs of estuaries to determine impact of estuary level rise on built and natural foreshore assets. Use as a basis to inform adaptive management measures and consideration of the potential to expand foreshore areas.~~Protect significant vegetation on private property by reviewing the Significant Tree and Vegetation Areas register for efficacy and consider other options for tree protection. Overall, encourage appropriate landscaping and retention of trees on private land where appropriate.~~	Reference: OP2.2, CoF SCP Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	All

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		j. Minimise impact of development on river water quality and reduce flood risk by considering need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River, and define any necessary mitigation responses.	Reference: SPP2.9, SPP3.4	Long term (10 – 15 years)	~~2~~
4. Coastal Protection	iv. Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.	k. ~~-~~Identify whether there are areas outside of the Leighton and Mosman Park Beaches Coastal Adaptation Plan at risk of coastal impacts, including collaborating with adjoining local governments to~~and~~ define any necessary mitigation responses.	Reference: SPP3.4, SPP2.6, SPP3.4 Part 2: 4.4.4 Coastal protection	Medium term (5 – 10 years)	~~1,~~2

		l. Coordinate with adjoining local governments to ~~P~~promote implementation of the City's Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan, which includes the following actions: i. incorporate a special control area for vulnerable coastal areas; ii. develop local policy to manage coastal settlement planning; iii. develop foreshore management plans that include comprehensive policy guidance for temporary development and land use within the coastal foreshore reserve; iv. liaise with the WAPC to request review of the State Coastal Planning Guidelines and review regional plans and strategies to facilitate an appropriate response; and v. request changes to the MRS where needed to support adaptation decisions and	Reference: SPP3.4, SPP2.6 Part 2: 4.4.2 Natural areas	Ongoing (throughout the life of the LPS, requiring regular review)	~~1,~~2

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		deliver appropriate strategies.			
5.Contamination	v. Recognise long term constraint to development posed by contamination and support responsible management of contaminated sites pending their remediation	m. Ensure contaminated areas are managed in a safe manner by continuing to apply state legislation & liaise with referral agencies on potentially contaminated sites.	Reference: Part 2: 4.4.6 Contamination	Ongoing (throughout the life of the LPS, requiring regular review)	All
		n. In collaboration with DWER, consider interim uses for Hollis Park & South Fremantle Landfill site which do not restrict long term redevelopment potential and pending resolution of long-term constraints (contamination).	Reference: Cockburn Coast DSP, PSG Renewable energy facilities	Long term (10 – 15 years)	~~5~~
6. Bushfire prone areas	vi. Continued application of the SPP and management of bushfire prone areas in the City	o. Manage and plan for bushfire hazards by avoiding further land-use intensification in bushfire prone areas unless adequately managed.	Reference: SPP3.4, SPP3.7 Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All
		p. Manage using best practice of bushfire prone sites by continuing to apply SPP and manage bushfire prone areas under the City's control.	Reference: SPP3.4, SPP3.7, Part 2: 4.4.7 Bushfire planning	Ongoing (throughout the life of the LPS, requiring regular review)	All

3.5 Infrastructure

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

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

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

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

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

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

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

3.5.1 Planning response

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

1. Transport

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

identified for intensification.

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

Table 5: Infrastructure - Planning Directions and Actions

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

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

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
2. Port	iv. Support continued operation of Fremantle Port pending relocation	g. Ensure the local planning framework supports buffers around Fremantle Port to accord with operational needs, safety and amenity. This may include advocating for protection of existing special control areas and requirements under local planning policy or undertaking a review of these mechanisms to ensure the buffer functions (such as boundary and land use and built form restrictions) are commensurate with port operations.	Reference: Draft SPP4.1, CoF SCP Part 2: 4.5.2 Fremantle Port	Ongoing (throughout the life of the LPS, requiring regular review)	~~9~~
		h. Work collaboratively with Main Roads WA, DPLH and/or Fremantle Ports to ensure there is ongoing freight access to the Port, accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents.	Reference: CoF SCP & ITS Part 2:4.5.1.3 Freight, 4.5.2 Fremantle Port	Ongoing (throughout the life of the LPS, requiring regular review)	~~9~~

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Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		i. Work collaboratively with Fremantle Ports and the PTA to improve pedestrian and vehicle connections across the rail line and better integrate Victoria Quay with the City Centre.	Reference: CoF SCP & ITS Part 2:4.5.1.3 Freight, 4.5.2 Fremantle Port	Ongoing (throughout the life of the LPS, requiring regular review)	
3. Coastal Infrastructure	v. Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts	~~i.~~j. In conjunction with ~~Department of Transport~~Department of Transport and Major Infrastructure and adjoining Local Authorities, continue to monitor shoreline and water level movement.	Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal	Ongoing (throughout the life of the LPS, requiring regular review)	~~1,2,9,10,11~~
		~~j.~~k. Work with ~~Department of Transport~~Department of Transport and Major Infrastructure, Fremantle Ports and DPLH, where relevant, to facilitate long term protection works through the port and harbours.	Reference: SPP3.4, SPP2.6 Part 2: 4.4.4 Coastal protection, 4.5.5 Coastal	Medium-Long / Ongoing (throughout the life of the LPS, requiring regular review)	~~9~~

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

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

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe	Plan Ref
		p. Investigate a Special Control Area for electricity transmission infrastructure and a trigger for Western Power referral during the development process when development is proposed near terminals and substations.	Reference: Part 2: 4.5.4 Servicing	Short term (1-5 years)	
5.Telecommunication	vii. Support efficient telecommunications network and provision for growing demands	~~o.~~g. Assist to facilitate the policy outcomes of State Planning Policy 5.2 – Telecommunications Infrastructure by updating the City's scheme and local policy, which may include considering a scheme amendment to ensure Telecommunication Infrastructure is not designated as a 'use not permitted' (X) in any zone in the zoning table.	Reference: SPP5.2 Part 2: 4.5.3 Telecommunications	Short term (1-5 years)	All

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

4 Planning areas

4.1 Overview

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

4.2 Planning Areas

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

4.2.1 Activity Centres

Fremantle City Centre – Strategic Centre

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

The western end of Victoria Quay presents a distinct opportunity within the City Centre as an area that has been converted from active port into a public space. This area has already seen several significant developments and has the potential to offer much more in terms of employment and amenity.

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

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

services in Fremantle City Centre over the next 15 years and beyond.

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

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

In addition to objectives and outcomes relating to economic, infrastructure and community issues, the City Plan: City Centre includes the following planning objectives:

- Encourage context-sensitive, high-quality development that protects what makes Fremantle unique and special.
- Plan for significant public realm and infrastructure investment to support increased density and activity.
- Protection of our existing heritage areas and places is a major priority.

Planning actions within the City Plan have been incorporated into the table below.

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

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

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- ~~Retaining or enhancing the urban canopy.~~
- ~~Conserving built and Aboriginal heritage.~~
- ~~Promoting walkability within the urban landscape.~~
- ~~Proactively identifying and addressing land use conflicts.~~
- ~~Supporting sustainable practices including measures for climate resilience and environmental conservation.~~
- ~~Ensuring accessibility and inclusivity in urban planning.~~
- ~~Enhancing digital infrastructure to support technological advancements.~~

To achieve ~~this~~these, further detailed planning is required within the lifetime of the Strategy. Primarily this may involve developing a Precinct Structure Plan and implementing any local planning scheme changes or developing or amending local planning policies as required.

Figure 1~~1~~: ~~City Plan – City Centre~~City Plan: City Centre Area

Table 6: City Centre Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
A Activity Centre - Strategic	Fremantle City Plan: City Centre Area	As Perth's second city, ocean gateway, and a vibrant contemporary place, Fremantle's City Centre plays a leading role in supporting urban and economic development on a regional scale. The focus is on optimising employment opportunities, supporting a resilient 7-day-a-week economy, facilitating land use diversification, and accommodating residential intensification.	a) Guided by the outcomes of the City Plan: City Centre and the State Planning Framework, develop a Precinct Structure Plan and/or new scheme provisions or policies. b) Consider how a Precinct Structure Plan can capture outcomes of the Fremantle Oval redevelopment project. ~~Incorporate relevant land use and planning outcomes of the City Plan: City Centre into the Local Planning Strategy.~~ c) Rationalise any zoning, land use and height anomalies, as required. ~~a)~~d) Review Planning Scheme and Activity Centre Plan to better support and attract City Centre housing. ~~b)~~e) Identify necessary infrastructure upgrades and urban development opportunities for the City Centre, including advocating to relevant State government authorities for investigations into: • Fishing Boat Harbour and Norfolk Street Extension. • Fremantle Oval Redevelopment Project. • Housing Affordability, densification and residential uplift in City Centre. ~~c)~~f) Implement CoF internal Whadjuk Noongar engagement protocol guidelines to improve community consultation	• Density ranges • Bonus height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Links to the Harbour and Victoria Quay • Special entertainment noise precinct • Urban Design • Access and inclusion • Parking management • Developer contributions • CH~~A~~RMAPS and flooding events	Part 2: 3.9: City Plan: City Centre 4.3.1 Activity centres	Long ~~t~~erm

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Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			outcomes. ~~d)~~g) Investigate opportunities to expand heritage area policy protections across different areas within the City Centre. ~~e)~~h) Investigate the opportunity to create a shared public space in the train station forecourt where vehicles are slowed, pedestrians are prioritised, and green space is improved in tandem with enhancing Pioneer Park and retrofitting or replacing the Spare Parts Puppet Theatre with a multifunctional community and cultural space. ~~f)~~i) Review Planning Scheme and Activity Centre Plan to better support and attract City Centre housing. ~~g)~~j) Encourage larger-scale (8 storey) development in key priority development areas outside of the historic West End through zoning and planning controls. ~~h)~~k) Consider car parking maximums and/or zero-parking developments to promote affordable, transit-oriented housing. ~~i)~~l) Collaborate with Fremantle Port Authority to ensure alignment between Victoria Quay planning and City planning, including activation of underutilised historic sheds for commercial, creative, and tourism uses. ~~j)~~m) Align waterfront wayfinding between City and State to create a seamless Fremantle visitor experience.			

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			~~k)~~n) Collaborate with other agencies to deliver cohesive waterfront access that promotes walking and cycling, including improved connections across the rail line at Cliff Street, Fremantle Station, Norfolk Street and Wardan Lane. ~~l)~~o) Investigate shared funding models such as developer contributions to ensure sufficient recreation, streetscape upgrades, and servicing infrastructure is available to serve future communities. ~~m)~~p) Given Fremantle's unique geology and groundwater challenges, explore adaptive, long-term solutions beyond conventional engineering defences to mitigate flood risk. ~~n)~~q) Plan for Esplanade Reserve upgrades to cater for increased density, including the removal of the surface car park near Norfolk Street Extension. ~~o)~~r) Given the challenges of City Centre greening—such as below-ground infrastructure and microclimatic conditions—investigate ways to strengthen on-structure greening in new developments. ~~p)~~s) Promote best-practice sustainability and Net-Zero planning in all developments. ~~q)~~t) Work in partnership with the State Government on updated CHAR mapping and master planning to ensure that coastal adaptation responses are effectively integrated into long-term			

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			coastal planning and resilience strategies. ~~r)~~u) Explore special planning control zones for development areas at risk of inundation. ~~s)~~v) Advocate for provision of minimum 20% of homes in Government housing projects are social or affordable, in line with the WA Housing Strategy 2020–2030. ~~t)~~w) Advocate and incentivise through planning controls a diverse mixture of housing supply in the City Centre, including crisis, social, affordable, aged care, student accommodation and other affordable co-living housing typologies. ~~u)~~x) Encourage the provision of essential community infrastructure (e.g., supermarkets, childcare, schools) to support a growing City Centre population. ~~v)~~y) Implement planning controls to increase ground-floor active frontages that improve street-level activation and surveillance. ~~w)~~z) Consider planning controls promoting zero-parking development in order to reduce reliance on private vehicles as the primary mode of transport to and from Fremantle City Centre and aim to shift car parking to the edges. ~~x)~~aa) Create a cycling route around the Parry Street ring road, linking North and South			

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
			Fremantle to the Perth-Fremantle PSP network. ~~y)~~bb) Implement planning controls to ensure the provision of adequate secure end of trip facilities within new developments. ~~z)~~cc) Develop a City Centre Parking Plan that supports parking in strategic locations and which may enable a cash-in-lieu of car parking framework to invest in demand-based management systems and consolidated multi-storey facilities around the City Centre. ~~aa)~~dd) Advocate for long-term mid-tier and/or bus priority transport planning for key routes to improve links to south and east corridors of Fremantle, including opportunity for mid-tier transport along the freight line, pending Fremantle Ports relocation. ~~bb)~~ee) Advocate for new Swan River bridges to improve connections to future North Port development, pending Fremantle Ports relocation.			

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

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

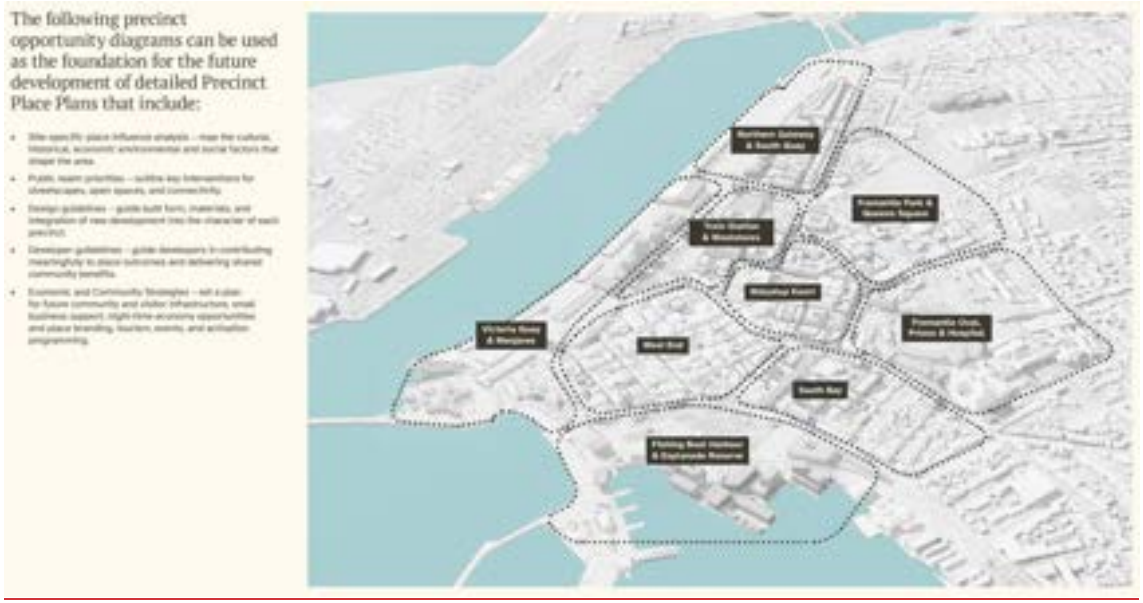

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Figure 3: Victoria Quat and Manjaree (source: City Plan)

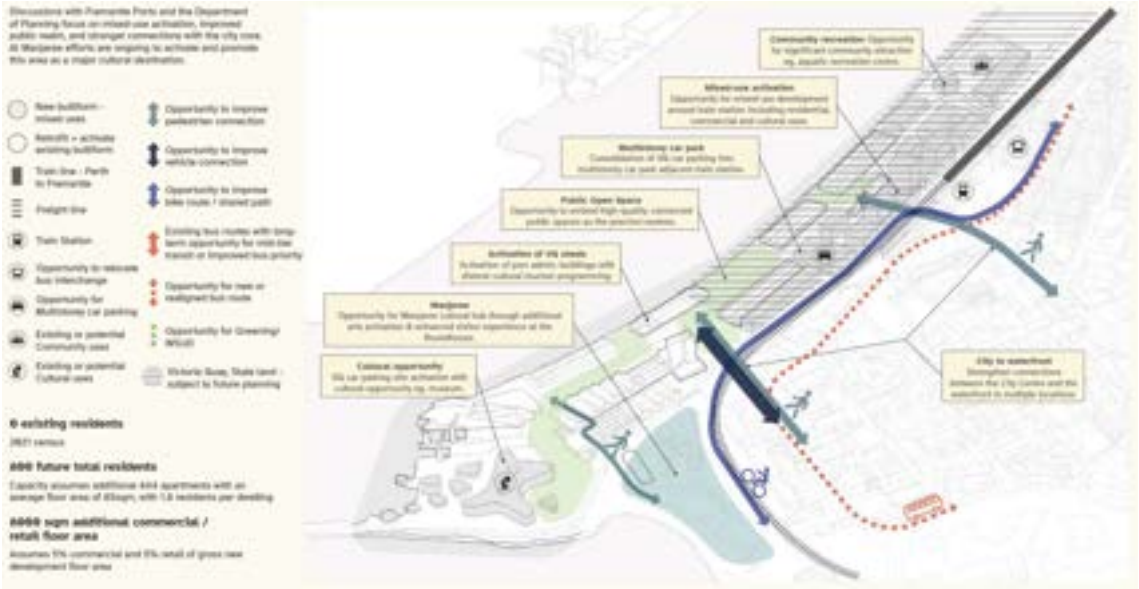

Figure 4: West End (source: City Plan)

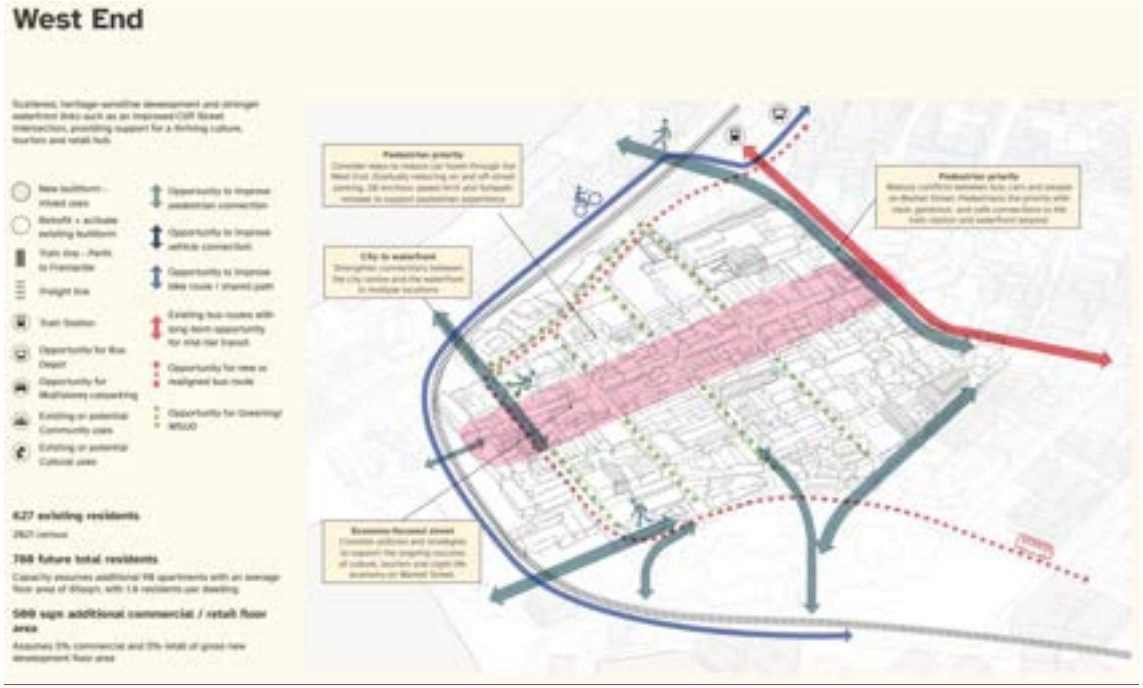

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Figure 5: Fishing Boat Harbours & Esplanade Reserve (source: City Centre: City Plan)

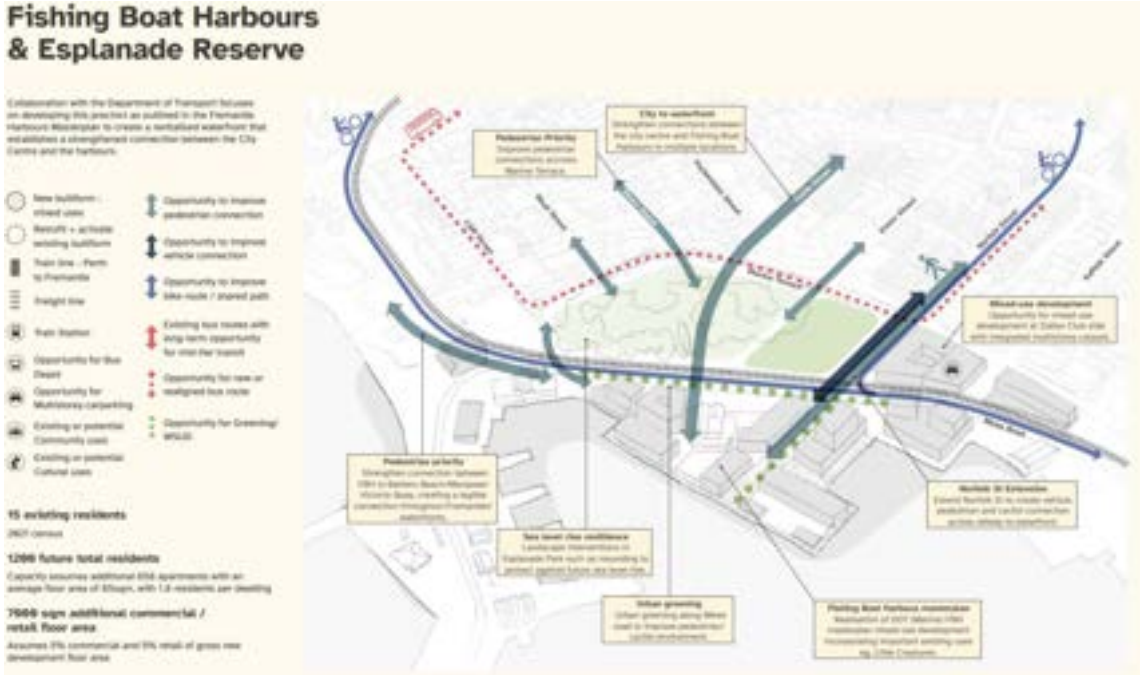

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Figure 6: South Bay (source: City Centre: City Plan)

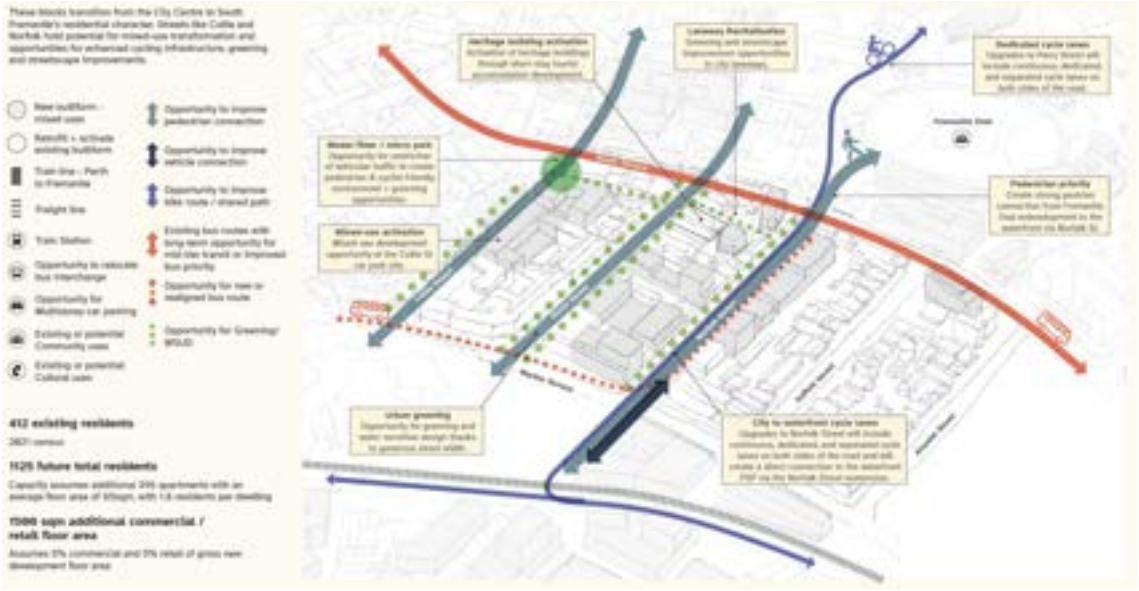


Figure 7: Fremantle Oval, Prison & Hospital (source: City Centre: City Plan)

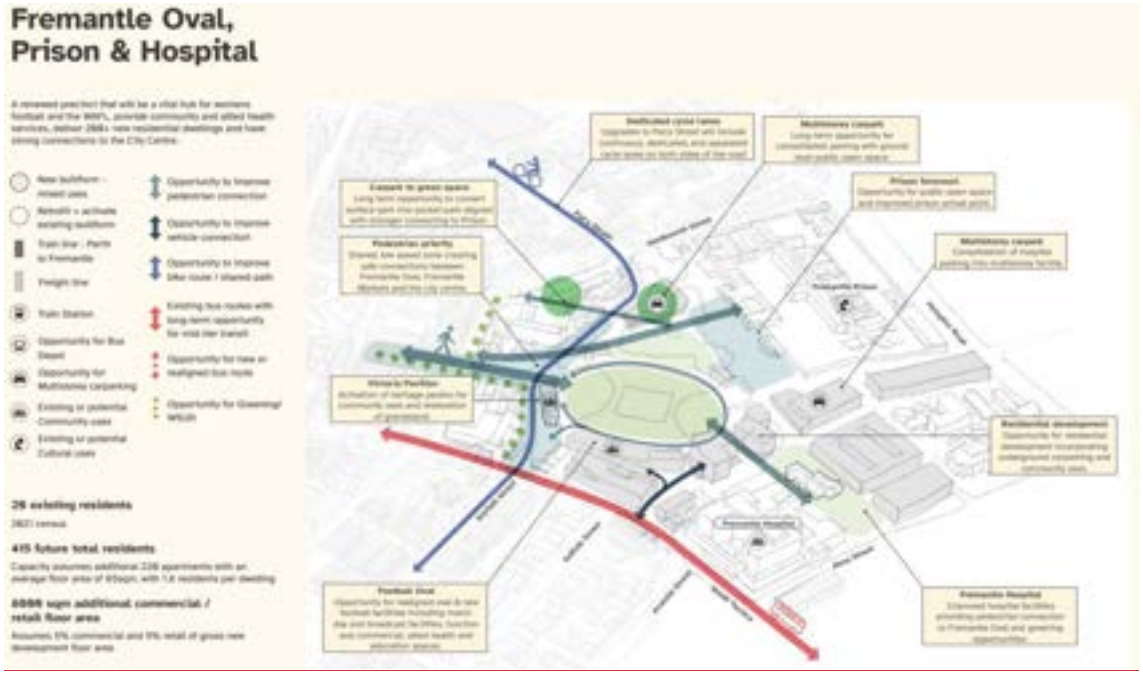
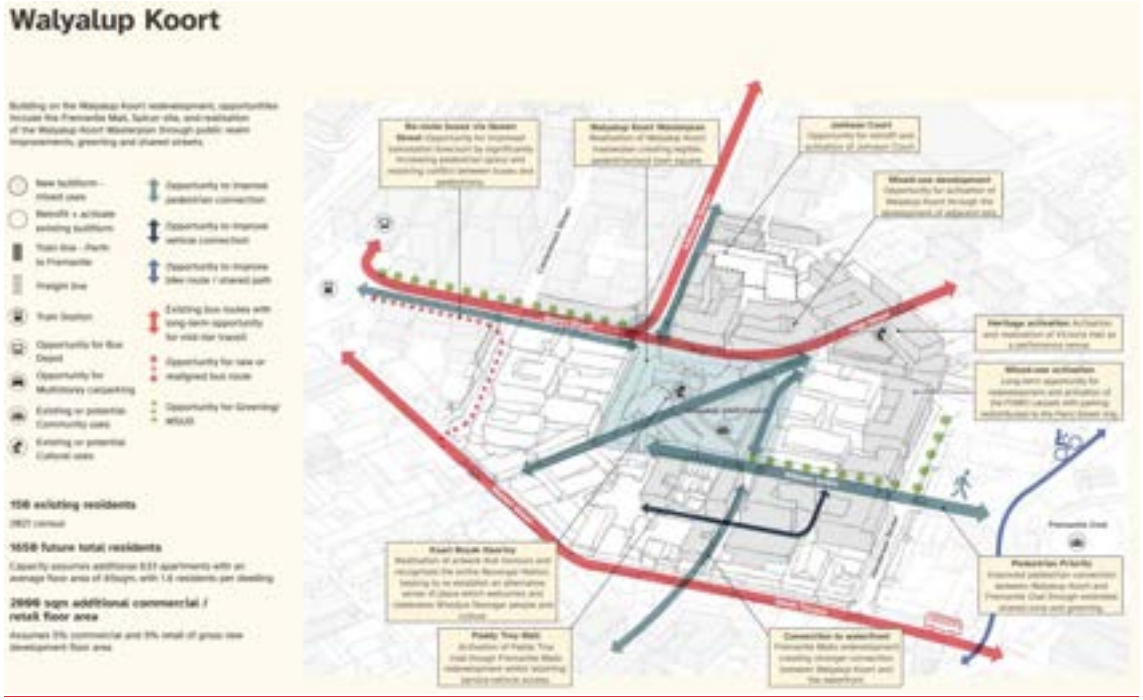
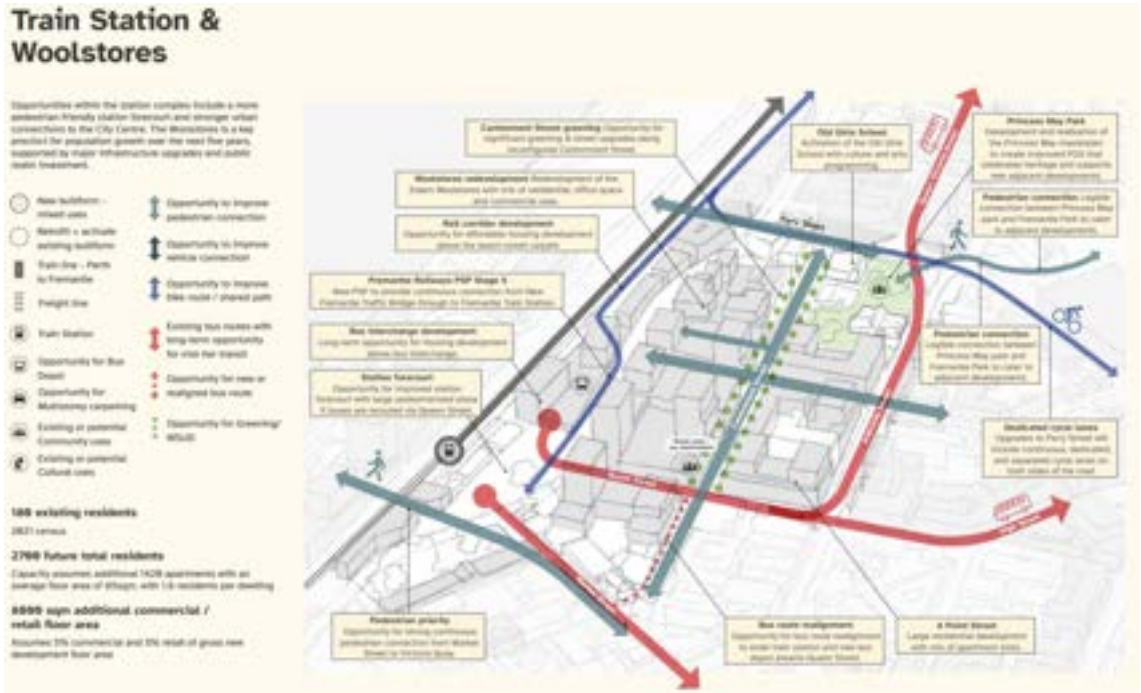


Figure 8: Walyalup Koort (source: City Centre: City Plan)


Walyalup Koort
150 existing residents
1650 future total residents
2000 sqm additional commercial / retail floor area

70

Figure 9: Train Station and Woolstores


Train Station &
Woolstores
188 existing residents
2700 future total residents
8000 sqm additional commercial / retail floor area

72

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

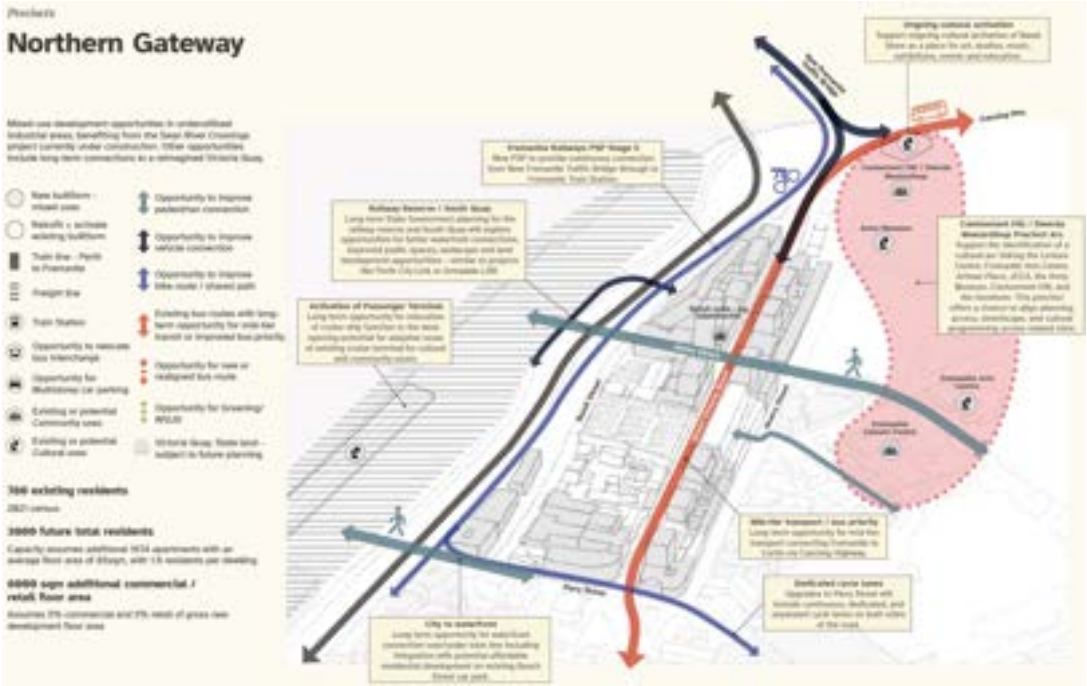
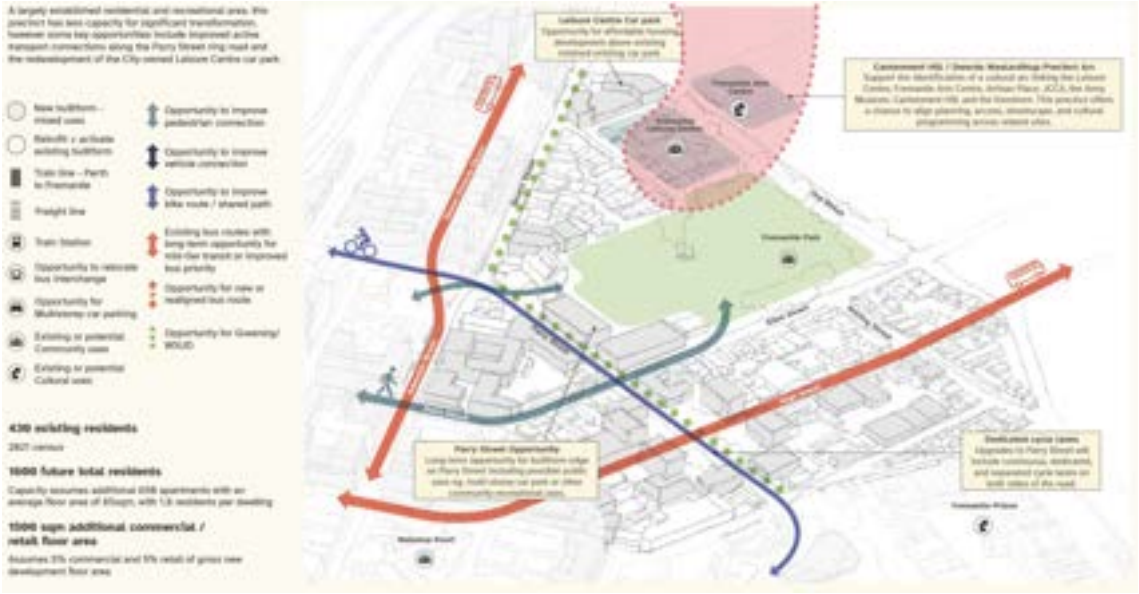


Figure 11: Fremantle Park & Queens Square (source: City Centre: City Plan)



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North Fremantle District Centre

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

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

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

Figure 12~~2~~: North Fremantle District Centre

Table 7: North Fremantle District Centre Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
B Activity Centre District	North Fremantle District Centre	Strive to maintain the unique character of North Fremantle, while enabling density and mixed-use development that takes into account the physical constraints and opportunities presented by the area, including its proximity to the beach, river, and port.	• Investigate introduction of a District Centre zone, corresponding objectives and land use permissibility into the scheme. • Develop a Precinct Structure Plan for the North Fremantle District Centre including collaboration with adjoining local governments, to ensure coordinated and integrated planning outcomes. • Investigate a district-level structure plan that may identify new district, neighbourhood or local centres within North Fremantle.	• Density ranges • Bonus height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Fremantle Bridge • Stirling Highway and Curtain Avenue alignments • Train station placement • Improved connections to the residential areas east of Stirling Highway. • Centres distribution	Part 2: 4.3.1 Activity Centres – District Centre	Long term

Neighbourhood, Mixed Use & Local Centre

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

The growth and revitalisation of the City Centre, along with the maintenance of smaller-scale centres, are strategic priorities for the City that, while at different ends of the scale, support a robust sustainable urban form, local character, and economic vitality. A review of future retail demand, considering evolving contexts and population growth, is essential to manage expectations and support centre scale

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

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

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

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

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Activity centre – Neighbourhood and Mixed Use Activity centre - local	Neighbourhood, Local and Mixed Use zoned land	Strengthen and define the City's lower order Activity Centre hierarchy to ensure the scheme's zones function effectively and efficiently. Avoid ribbon or out of centre commercial development	• Review the large areas of existing Mixed Use zones within the City (such as the South Terrace corridor, Hampton Road and land in proximity to Stirling Highway) to understand its function and determine whether updates are required to the local planning scheme to define Neighbourhood Centres or Local Centres in these locations.	• Appropriate density • Height requirements • Aboriginal and Historic Heritage • Preferred land uses and location of land use i.e. ground floor or upper floors • Servicing infrastructure capacity • Traffic impacts • Local character • Site specific issues	Reference: SPP7.2, CoF SCP Part 2: 4.3.1 Activity centres	Short and ongoing

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Activity centre – Neighbourhood and Mixed Use South Fremantle	South Fremantle	Facilitate South Fremantle Neighbourhood Centre as a vibrant neighbourhood centre that encompasses weekly and convenience retailing and other amenities to service the diverse needs of the local community.	• Conduct a comprehensive land use review of the South Fremantle centre to ensure zoning and development standards can accommodate future demand.	• Appropriate density • Height requirements • Aboriginal and Historic Heritage • Preferred land uses and location of land use i.e. ground floor or upper floors • Servicing infrastructure capacity • Traffic impacts • Local character • Site specific issues	Reference: SPP7.2, CoF SCP Part 2: 4.3.1 Activity centres	Medium

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

4.2.2 Future Urban Intensification Area North Fremantle Urban Precinct

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

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

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

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

Determining the extent of land required for an expanded coastal foreshore Parks and Recreation Reserve that takes into account coastal processes.

- **Coastal erosion:**

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

- **Future of Fremantle Planning:**

Ensuring that ~~the Future of Fremantle planning is sufficiently advanced to establish clear objectives guiding future~~ urban integration and development in the area is generally in keeping with the Future of Fremantle vision.

- **Remediation:**

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

- **Provision of Essential Services:**

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

- **Port Buffer considerations**

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

- **Transport and Access Considerations:**

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

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

Figure 133: North Fremantle Urban Precinct

Table 9: North Fremantle Urban Precinct Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
C – Future Urban	North Fremantle Urban Precinct	In revitalisation of the subject site, advocate for proposals that will adequately reduce constraints and optimise opportunities.	Work with the WAPC and relevant stakeholders and advocate for MRS zoning proposals that adequately address key concerns for the site	• Coastal Foreshore Parks and Recreation Reserve • Coastal erosion • Future Fremantle Planning • Remediation • Provision of Essential Services • Transport and Access Considerations • Port Buffer considerations	Part 2: 4.3.1 Activity Centres – District Centre 4.3.3 Industry	Short term
			Work with stakeholders to progress local planning instruments (likely structure plan and scheme amendment) to align with the MRS.	• Density ranges • Additional height locations • Aboriginal and Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Port buffer • Future Fremantle • Fremantle Bridge • Stirling Highway and Curtain Avenue alignments • Train station placement		Short to Medium term

4.2.3 Urban Corridors

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

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

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

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

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

Figure 144: Urban Corridors

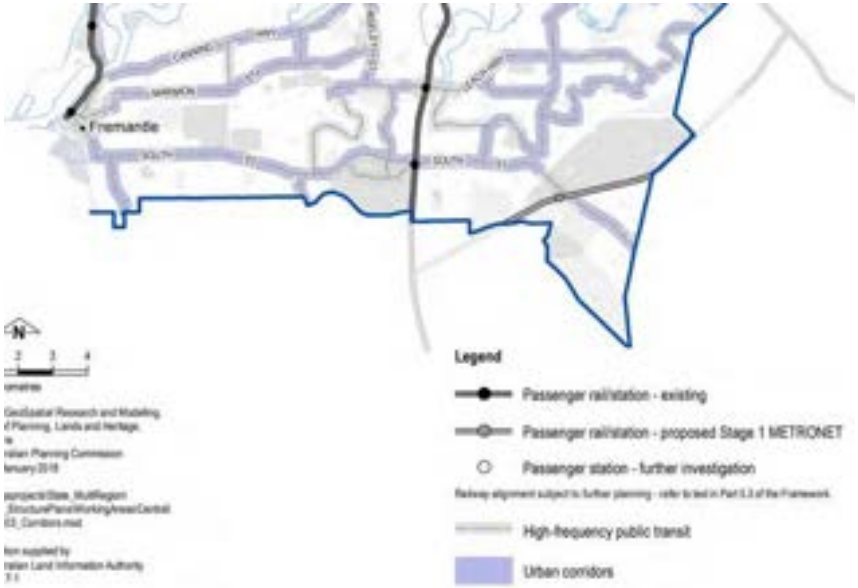

Table 10: Urban Corridor Planning Actions

Plan Ref	Area	Planning Direction	Action	Matters to be considered	Rationale	Timeframe
Urban Corridor	South Street Marmion Street Stirling Highway Hampton Road	Provide for land use intensification, land use mix and housing diversity within proximity to high frequency public transport amenities where appropriate to do so considering the characteristics, opportunities and constraints of an area.	Investigate opportunities to increase residential densities in proximity to urban corridors such as Stirling Highway, Marmion Street, South Street and Hampton Road. This will include identifying suitable areas for intensified development and may result in the maintenance or consolidation of established nodes (centres).	• Existing land use function • Density ranges • Additional height locations • Aboriginal and Built Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts • Stirling Highway and Curtain Avenue alignments	Perth and Peel at 3.5 million	Medium to long term
Future rapid transport	South Street and Cockburn Rapid Transit	Recognise need for infrastructure and amenity to support density. Determine mode, layout and commitment timing to transit upgrades before seeking to introduce additional density. Mitigate the risk of suboptimal development and fragmentation through premature upcoding.	Advocate for further definition and advancement of rapid transit including detailed planning and delivery of rapid transit along South Street and/or other freight corridors (such as Hampton Road) and plan for development opportunities in these corridors as presented / confirmed.	• Existing land use function • Aboriginal and Built Historic Heritage • Preferred land uses • Servicing infrastructure capacity • Traffic impacts	Reference: SPP4.2, SPP7.2, P&P @3.5 million, Central Sub-regional planning framework, CoF SCP Part 2: 4.3.1 Activity centres	Ongoing (throughout the life of the LPS, requiring regular review)

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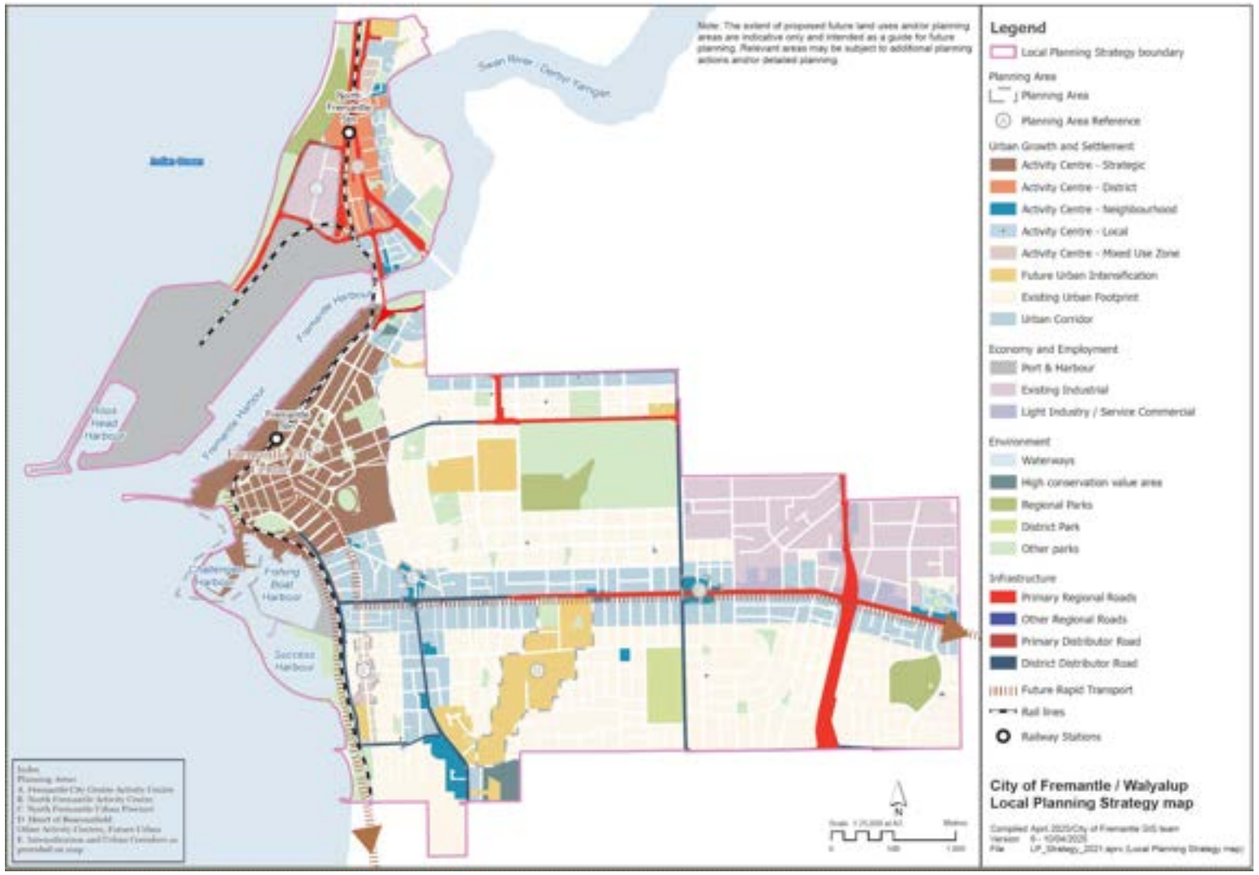
5 Strategy Map

Figure 155: Local Planning Strategy Map



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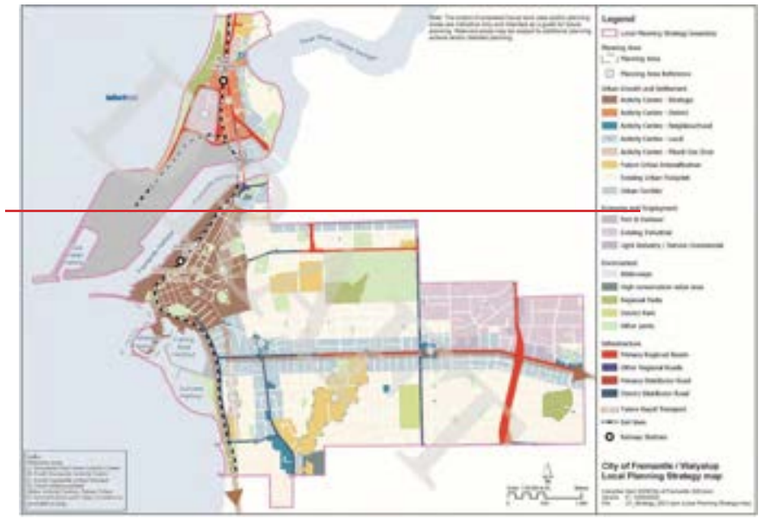

Note that all non-Stage 1 METRONET public transport proposals are subject to further investigation and will be refined as part of a future review of the frameworks.

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6 Implementation and Review

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

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

~~7~~ Appendix 1 – Future Dwelling Scenarios

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Prepared by .id the population experts, July 2023

Table 11: Dwelling forecasts by suburb 2016-2036

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

CITY OF
Fremantle
DRAFT Local Planning Strategy – Part 2
Background information and analysis
March 2025

Draft Local Planning Strategy
Part 2 – Background and Analysis

March 2025

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1 Introduction

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

Part 2 is made up of three main parts:

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

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

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

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

Figure 1111: Western Australian Planning framework (Source: Perth and Peel @ 3.5 million (WAPC 2018))

2 State and Regional Planning Context

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

Figure 2222: State Planning framework (Source: State Planning Policy 1: State Planning Framework, WAPC 2017)

12.1 State Planning Strategy 2050

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

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

This local planning strategy aligns with the state strategy by reinforcing Fremantle's role as a regional focus for employment, commercial activity and services, heritage, arts, entertainment and tourism, as well as a highly connected, inclusive and liveable community. Its strong focus on sustainability supports a resilient and responsible urban form.

12.2 State Planning Policies

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

Table 11~~1~~: State Planning Policy Overview and Local Planning Strategy Implications and Responses

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

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency.	Response (Part 1 action cross-reference): Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d-e, 4iv.l) Promote more sustainable urban form through consolidation, transport- oriented development and sustainable built form development standards. (T2: 1i.a) Promote greater provision for greening and landscaping in new development, including integration of water-sensitive urban design principles (WSUD). (T4: 3iii.g-i)
State Planning Policy 2.6 - State Coastal Planning (SPP2.6) 2013	Provides for the long-term sustainability of Western Australia's coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving and enhancing coastal values. Outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.	Coastal hazard risk management and adaptation plans (CHRMAPS) have been completed for both Southern Beaches and Port and Leighton Beaches. Current local planning framework broadly consistent with SPP. Some further work required to fully align. Responses (Part 1 action cross-reference): Implement outcomes of the CHRMAPS, including: Investigate appropriate response to regional reserves to accommodate coastal processes and public recreational needs as part of North Fremantle Industrial Precinct planning. As part of this confirm intended beach hierarchy and designate coastal nodes within the foreshore reserve. (T4: 4iv.k-l) Consider need for special controls for development on private land identified as at risk of coastal processes and flooding. (T3:3iii.j) Promote update (if appropriate) and implementation of City's Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan and any other foreshore management plans. (T4: 4iv.k-l)

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.8 - Bushland policy for the Perth Metropolitan Region (SPP2.8)	A policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision- making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.	The City has an adopted Urban Forest Plan and Greening Fremantle Strategy, and developed management plans for several important natural area reserves including Sir Fredrick Samson Park and North Fremantle Foreshore. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Maintain regional and local conservation reserves to support conservation, protection and management of native remnant vegetation, including the two existing Bush Forever areas within the City; Cantonment Hill, and Fredrick Samson Park. (T4: 2ii.d-f, 4iv.n) Promote connected network of natural/green open spaces as per Greening Fremantle Strategy. (T4: 2ii.d) Promote ongoing implementation of Urban Forest Plan and Greening Fremantle Strategy to protect and enhance canopy and biodiversity, including use of endemic species. (T4: 2ii.d-e,g-h)
Draft State Planning Policy 2.9 – Planning for Water (SPP2.9)	Seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. Establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.	Water resource management is a consideration of planning and integrated as a requirement of structure planning large development sites. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to ensure structure planning and other large development processes apply integrated urban water management. (T4: 3iii.i) Consider need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
		proximity to the Swan River and define any necessary mitigation responses. (T4: 3iii.j)
State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0)	A broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change. Outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for Aaboriginal communities.	Urban growth shall predominantly be facilitated in high-density inner-city development including the existing city centres and northern gateway / east end. Other areas that will provide urban growth are on the large re- development (appropriately zoned for structure planning), the mixed use corridors and transit nodes as well as general infill in suburbs to maximise use of existing infrastructure and services. Current local planning framework consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T2: 1i.a-f, T3: 3v.q) Planning areas.
State Planning Policy 3.4 – Natural Hazards and Disasters (SPP 3.4) 2006	Encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment. Sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges.	This Strategy has been prepared having regard to the requirements SPP3.4 and the hazards applicable to the City. Current local planning framework consistent with SPP. CHARMAPs complete. Swan River flood risk documented. Bushfire prone areas reviewed. Ongoing work required to maintain consistency, including: Responses (Part 1 action cross-reference): Consider need for Special Control Areas within the planning scheme to identify areas at long term risk of coastal and flooding

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
		impacts, and define any necessary mitigation responses (T4: 3iii.j) Maintain consideration of natural disasters as a fundamental element in the preparation of planning documents. To be considered in conjunction with other issue-specific SPPs. (T4: 3iii.i,j, 4iv.k-l) Avoid further land-use intensification in bushfire prone areas unless adequately managed (T4: 6vi.o,p) City Centre planning area
State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5) 2007	Sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas. SPP Historic cultural heritage includes: heritage areas, buildings and structures, historic cemeteries and gardens, manmade landscapes and historic or archaeological sites with or without built features.	The City of Fremantle contains the UNESCO World Heritage listed Fremantle Prison, 280 places included on the State Register of Heritage Places (including the West End), and over 2500 properties on the Heritage List and 18 Heritage areas. The Scheme and Local Planning Policy Provisions, based on the Burra Charter and relevant legislation and State planning policies, are consistent with SPP3.5. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3.v.p-r) Continue to manage the City's heritage areas including review of established areas and opportunities for new heritage areas. (T2: 3v.q) Continue to maintain Local Heritage Survey and Heritage List. (T2: 3v.q-s)
State Planning Policy 3.6 –	Sets set out the principles and requirements that apply to the establishment and collection of	Future development and redevelopment may require the provision of new and/or upgraded infrastructure, which can be

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
Infrastructure Contributions (SPP 3.6) 2021	infrastructure contributions in new and established areas. To coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.	funded in a number of ways. There are currently no Development Contribution Plans in place. Current local planning framework consistent with SPP (including enabling provisions in scheme). Additional work as needed or required: Responses (Part 1 action cross-reference): Reconsider potential for and cost-benefit of contributions towards improved infrastructure to accommodate increasing population and infrastructure needs. (T2: 4viii.v, T5: 6viii.s)
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) 2015	Provides a framework in which to implement effective, risk- based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection. The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.	The policy will impact upon land use and development within identified bushfire prone areas. The City completed a Strategic Bushfire Hazard Assessment of bushfire prone areas in 2019 (refer to Appendix 8). Current local planning framework generally consistent with SPP. Ongoing work to maintain consistency includes: Responses (Part 1 action cross-reference): Avoid further land-use intensification in Bushfire Prone Areas unless adequately assessed and managed in accordance with SPP 3.7. (T4: 6vi.o-p) Continue to apply policy in considering strategic and statutory planning proposals within or adjoining bushfire prone areas. (T4: 6vi.o) Continue management of Bushfire Prone Areas under the City's care and control. (T4: 6vi.p)
State Planning Policy 4.1 – Industrial	Guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use	O'Connor Industrial area and the Port buffer areas are defined by Special Control Areas within the scheme and associated policies

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
Interface (SPP 4.1) 2022	conflicts. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/ general industry zones and sensitive zones. Supports land use conflict being addressed as early as possible in and with increasing detail at each stage. Recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.	to minimise risk and land use conflict with surrounding sensitive (particularly residential) areas. Current local planning framework broadly consistent with SPP though requires some further work to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Review the O'Connor Industrial Area buffer to better align with state standards and minimise land use conflict. (T3: 4vi.r-s) Promote review of Port separation requirements and buffer provisions, particularly in consideration of strategic direction for Port and changing operational needs. (T5: 2iv.g,h)
State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) 2023	The SPP and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. The draft seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments. The policy identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning strategy. The analysis (Needs Assessment) provides an information base to support decision-making by including an assessment of projected retail, commercial and entertainment land use needs of communities in a local government area and its surrounds. Draft SPP	Fremantle is recognised as a Strategic Centre under this SPP. North Fremantle is identified as a District Centre. These areas are designated on the strategy map and recognised as planning areas requiring further work in the strategy. Neighbourhood, and local centres are also identified on the strategy map. The City commissioned a Retail Needs Assessment in 2023. Further precinct planning would be beneficial and had been identified as specific planning areas. Ongoing work to maintain and ensure consistency includes: Current local planning framework generally consistent with SPP though requires some further work to update and ensure full alignment. Responses (Part 1 action cross-reference): Maintain highly accessible centre network and continue to apply zoning and land use permissibility reflective of centre hierarchy. (T2: 1i.a, T2: 1ii.d-e)

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision- maker.	Review retail sustainability, need and hierarchy considering the changing retail context and population. (T2: 1i.a) Review land use concentrations and revitalisation opportunities in Fremantle City Centre through city plan and potentially precinct planning. (T3: 1i.a, ii.d-e, Planning Area A) Review land use mix and strategic potential of North Fremantle Town Centre (including opportunities to introduce grocery store) through precinct planning. (T3: 1ii.h, Planning area B) Review land use mix and built form improvements in South Fremantle Centre (cnr Douro Road) potentially through precinct planning. (T3: 1ii.i). Encourage intensification in neighbourhood centres on strategic transport links including South Street and Hampton Road. Specifically, intensification of residential density with limitations on retail expansion to avoid unacceptable external impact (subject to Retail Needs Assessment). (T2: 1i.a, 2iii.l) Review role and function of Mixed-Use areas in relation to activity centres. (T3: 1ii.g,h&j) Preclude or discourage large scale out-of-centre retail development including within Industrial, Business and Mixed-Use zones. (T3: 1ii.g)
State Planning Policy 5.2 Telecommunications Infrastructure (SPP 5.2) (2015)	SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.	Not all Telecommunication infrastructure requires planning approval i.e. those considered 'low impact' under the *Telecommunications (Low-impact Facilities) Determination 2018*. Telecommunication infrastructure is designated as an 'X' use in the Residential, Neighbourhood and Local Centre zones and an 'A' use in all other zones. The City's Scheme includes provisions for assessing telecommunications and *Local Planning Policy 2.25* –

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
	Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.	*Telecommunications* was recently updated to guide new facilities and the upgrading or relocating of existing facilities which do not qualify as low-impact facilities under the Telecommunications (Low-impact Facilities) Determination 2018. Current local planning framework generally consistent with SPP, with additional work required. ~~Response:~~ ~~Review planning scheme to ensure Telecommunications infrastructure is not designated as a 'use not permitted' (X) by the scheme in any zone in the zoning table. (T2: 5ix.bb)~~
State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) 2019	Provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. Applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. Sets out specific exemptions for where the policy requirements do not apply. Supports noise impacts being addressed early to avoid land use conflict and achieve better land use planning outcomes. Supplemented by the Road and Rail Noise Guidelines	SPP5.4 to be included as a consideration of any structure planning. Application of this SPP mostly occurs at the development approval / subdivision stage. Current local planning framework generally consistent with SPP though requires some further work to ensure full alignment. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Continue to apply SPP5.4 in considering strategic and statutory planning proposals within or adjoining strategic transport routes. Undertake a study of noise impacts from strategic transport routes and consider zoning, development standards and/or the need for special control areas. Consider other strategic objectives including Transport Oriented Development. (T5: 1ii.c&d)
State Planning Policy 7.0 – Design of the	Sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system.	The City's Scheme includes provisions for a Design Advisory Committee. There is also a corresponding Local Planning Policy. Current local planning framework generally consistent with SPP though requires minor wording change to fully align.

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
Built Environment (SPP 7.0) 2019	Intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works. Contains 10 design principles which set out specific considerations including context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. Encourages early and on-going discussion of design quality matters and the use of design review. Range of supporting SPPs that provide design quality guidance for specific types of planning and development proposals	Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Maintain, support and continually review the performance of the City's Design Advisory Committee (Design Review Panel). (T2: 3vi.tr) Update design principles in scheme to fully align with SPP 7.0. (T2: 3vi.tr) Continue to integrate design principle into the City's strategic planning and urban design proposals. (T2: 2iv.o, 3vi.tr), T3:1i.c)
State Planning Policy 7.2 – Precinct Design (SPP 7.2) 2021	Provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. Recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them. Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. The policy also encourages the use of design review.	Under SPP7.2 several areas, including the Activity and District Centre and redevelopment sites, could require further detailed planning through a precinct structure plan. Current local planning framework generally consistent with SPP though further opportunities may be identified for additional precinct planning. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Identify areas that may benefit from a Precinct Plan, including: Fremantle City Centre (T3: 1i.a,e, 2.iv.m, Planning Area A) North Fremantle Town Centre (T3: 1ii.dh, Planning Area B,C8) South Fremantle Centre (cnr Douro Road) (T3: 1ii.i-j) Development Areas.
Residential Design Codes	Provides the basis for the control of residential development throughout Western Australia for	The residential densities are shown on the City's Scheme map. The text allows for some variations to the density e.g. up to R60

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State Planning Policy (SPP)	Policy Overview	Local Planning Strategy Implications and Responses
Volumes 1 and 2 (2024)	single houses, grouped dwellings and multiple dwellings. Address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals. Outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.	development in the Local Centre, Neighbourhood Centre and Mixed Use zones where the development is of several uses and split density zones. There are also density bonus / incentives in some specific Local Planning sub areas. Current local planning framework generally consistent with SPP though further actions required to fully align. Ongoing work to maintain and ensure consistency includes: Responses (Part 1 action cross-reference): Progressively review all local planning policies are updated to integrate with the R-Codes where appropriate. (T2: 5ix.~~x~~) Advocate for inclusion of tree planting requirements. (T4: 2ii.g&h)

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~~1~~2.3 Regional Planning Context

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

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

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

Table 22~~3~~: Regional planning instrument overview and local planning strategy implications and responses

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

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Regional Planning Instrument	Policy Overview	Local Planning Strategy Implications and Responses
		Consider the adequacy of the Leighton-Port Beach foreshore reserve and possible expansion to accommodate modelled coastal processes and future recreational need. Re-zone Residential properties in O'Connor to Urban to reflect current and future desired land uses in these locations. Acknowledge that further responses may be required as planning for strategic sites progresses including (T2: 5ix.y-aa): Fremantle Port and environs (Future of Fremantle project area), including privately held industrial land north of port. Fremantle Oval (Masterplan project) Planning for extension of Norfolk Street and the potential redevelopment of the Italian Club site.

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Perth and Peel @ 3.5 Million (2018)	Suite of strategic land use and infrastructure plans, including four Sub-regional Planning Frameworks (north- west, north-east, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million (800,000 new homes) by 2050. The four Perth and Peel@3.5million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance The documents maintain the 47% infill target, which equates to. 380,000 dwellings. Approximately 213,130 of these new infill dwellings are expected to be delivered in Perth's Central Sub-Region, which includes Fremantle.	The Framework establishes the City's dwelling yield target, that is an additional 7,030 dwellings by 2050. This equates to 180 dwellings per year on 2011 dwelling numbers and provides a dwelling target of 2,700 dwellings from 2021 to 2036 for this strategy. It is proposed to achieve this required growth within the City by concentrating development on large key development / infill sites, the city centre and surrounds and the South Street transit corridor nodes. ~~Any i~~Increases in density will be consistent with the 10 urban consolidation principles of Perth and Peel at 3.5 million. Accordingly, the City's current local planning framework is generally consistent with Perth and Peel @ 3.5 million. Further actions required to align the local planning framework with the state/regional strategic document include: Responses (Part 1 action cross-reference): Continue to promote and support development of the City Centre as a Strategic Metropolitan Centre supporting a wide diversity of land use, employment and services. (T3: 1i.a & Planning Area A) Continue to accommodate appropriately designed infill development (including affordable and accessible housing) in well-serviced unconstrained locations. (T2: 2iii.g-i) Continue to support intensified development and land use diversity within activity centres to support economic development, housing diversity and access to services. (T2: 1ii.d) Continue to accommodate transport-oriented development around railway stations and established nodes on high frequency bus routes (where consistent with heritage values

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Central Sub-regional planning framework (2018)	Provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans. The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region. Specifically, the document identifies: An increase in the City's population of 15,470 by 2050. A target of 4,120 additional dwellings to be provided within the City between 2015- 2031 with an additional 2,910 (total 7,030) by 2050/Perth @ 3.5M. A further 5,760 anticipated jobs within the Fremantle strategic centre by 2050. South Street is identified as a strategic transport corridor. Reiterates Fremantle and North Fremantle as strategic activity centres, as per SPP 4.2.	and infrastructure capacity). (T2: 2iii.g~~1i.~~, 4.2.3: Urban Corridors) Promote further definition and implementation of planned transit upgrades on identified high frequency transit corridors (South Street, and ~~along~~ southern route to Cockburn and Rockingham). (T2: 1i.a&f, 4.2.3: Urban Corridors) Continue to maintain heritage conservation as a key planning objective, and recognise heritage constraints in the zoning of land, including infill, whilst recognising opportunities for adaptive reuse. (T2: 3v.~~o~~p-r) Continue to provide for housing diversity across the City~~,~~ including affordable and accessible housing. (T2:-2.iv.m-n) Continue to accommodate the balance of Fremantle's 7,030 dwelling target in well-serviced unconstrained locations (particularly focussing on the City Centre and Development Areas, with some opportunities for suitably designed and contextually appropriate smaller scale suburban infill). (T2: 2iii.g) As the Fremantle Port continues to function, continue to support the key port functions and recognition of the economic significance of the port of Fremantle. (T3: ~~1i.b~~2iv.m,o) Maintain zoning to support investment in and expansion of priority economic growth areas including (T3: 1ii.h,i ~~1i.f, 3v.p, 5viiq, 5viii.r-s,~~ Plan Ref A,B,C,D)~~:~~ knowledge-based and creative industries tourism & Blue Economy (T31i.b).

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Regional Planning Instrument	Policy Overview	Local Planning Strategy Implications and Responses
Cockburn Coast District Structure Plan (2009)	Provides guidance for future development of the Cockburn coast. The structure plan delivers strategic direction for the redevelopment of the coast to provide a vibrant and connected coastal node. The plan provides a framework for future land use, infrastructure and transport. This includes a range of development such as residential, business, tourism and education. The structure plans aim to respond to urban redevelopment with a focus on social, economic and environmental considerations.	Current local planning framework consistent with Cockburn Coast District Structure Plan. Structure plan includes the South Fremantle landfill site. The site is registered under the Contaminated Sites Act 2003 with a current classification of "contaminated – remediation required". ~~; r~~Requirements for site monitoring and remediation preclude development in the short to medium term future. (T4:5v.n)

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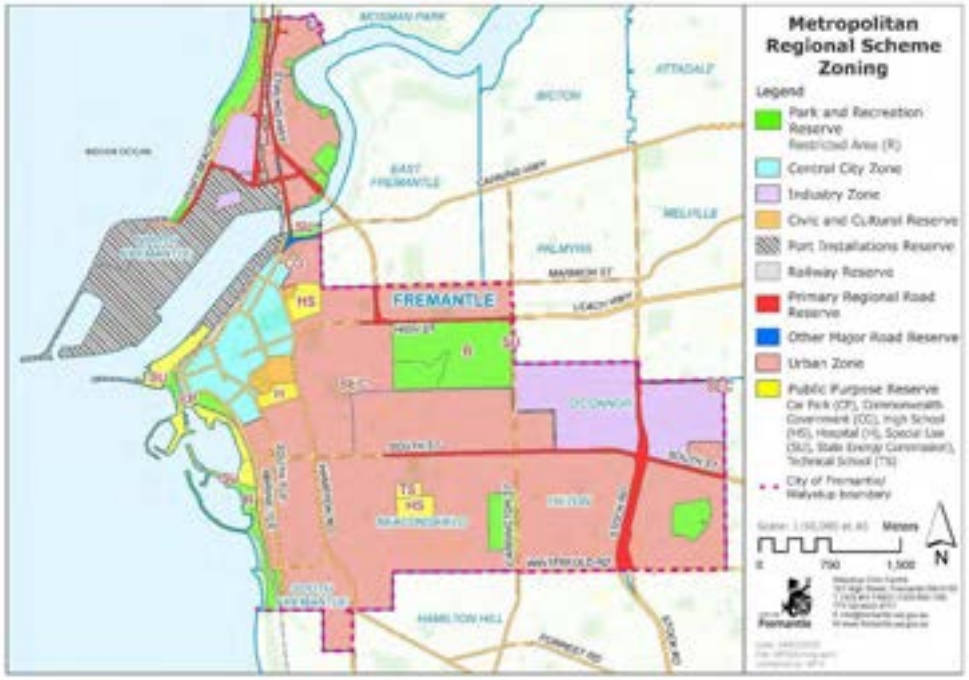
Figure 3333: Metropolitan Region Scheme zoning over the City of Fremantle



2.4 Development control and Operational Policies

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

Table 33~~3~~: Operational policies

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

Policy	Policy Overview	Local Planning Strategy Implications and Responses
	to plan and efficiently operate public transport services.	Continue to accommodate infill development in well-serviced locations throughout the City (where consistent with heritage and community values and service capacity). Continue to advocate for State investment in rapid transit options along strategic transport routes and accommodate for this through appropriate zoning and density. Maintain opportunities for consolidation on unconstrained sites within walkable catchments around railway stations and established nodes on high frequency bus routes. Review parking standards and transfer to planning policy.
1.11 Community Schemes	This policy sets out the general principles and basic requirements that will be used by the Western Australian Planning Commission (WAPC) to: clarify the procedure for assessing and determining a statement of grounds and community development statement; and establish criteria for the consideration of a community development statement and the subsequent subdivision and development proposals. as provided for by the *Community Titles Act 2018* (CT Act) and the *Community Titles Regulations 2021 (the Regulations)*	Current local planning framework generally consistent with operational policy. The City will continue to consider the operational policy as relevant.
2.2 Residential Subdivision	This policy sets out the Western Australian Planning Commission's requirements for the subdivision of land into residential lots. It is Closely aligned with the site area provisions in the R-Codes.	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): Continue to support effective mechanisms to retain mature tree retention in subdivision. (T4: 2ii.g&h)
2.3 DRAFT Public open space in	This policy sets out the general principles and requirements that will be used by the Western Australian Planning Commission (WAPC) to ensure public open space (POS) is an essential	In accordance with the existing policy, the City supports a minimum 10% POS contribution as a baseline metric for greenfield or brownfield development sites and infill areas where

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Policy	Policy Overview	Local Planning Strategy Implications and Responses
residential areas	consideration across the planning framework, establish a minimum standard for the contribution towards POS from the creation of new lots and provide guidance on the collection, expenditure and management of cash in lieu contributions towards POS to benefit the community. The draft policy indicates retention of the typical minimum 10% land contribution (or monetary equivalent) for new residential subdivisions on greenfield or brownfield development sites. However, it also includes new provisions that would allow contributions to be sought at a lower rate in particular circumstances, including infill developments creating more than two lots, strata subdivisions, mixed-use developments, and apartment or grouped housing developments where publicly accessible but privately owned open space is provided. The draft policy also indicates a need for local governments to determine contribution percentages in local planning strategies or other approved planning instruments.	an undersupply of, or access to, POS has been identified as an issue in the City's strategic documents. The City of Fremantle Council notes broad support for the draft Operational Policy 2.3 – Planning for Public Open Space, noting that: additional guidance is required for the determination of suitable contribution percentages when utilising any of the approved planning instruments that have been identified in the draft policy additional clarity is needed regarding contributions for built strata subdivisions, including type, percentage contribution, and timing allowing publicly accessible but privately owned open space that is accessible to the public to offset a POS contribution is not considered to be a suitable substitute for publicly owned POS, as it would create a burden on the landowner, in terms of maintenance, liability, and potential use conflict, and is not considered to be a sustainable or secure way to provide POS for surrounding residents. Responses (Part 1 action cross-reference): T2: 4viii.vi
2.4 Planning for school sites	This policy contains the Western Australian Planning Commission's (WAPC) general requirements for school sites to meet the existing and future community needs, acknowledging that the School Education Act 1999 provides an entitlement for a child to be enrolled at a government school for each year of the child's compulsory education period. The State provides sufficient and appropriate access to a government school for the purpose of meeting a child's entitlement.	This policy would be used during the preparation of structure plans (district, local and precinct) and subdivisions where residential development is proposed, and development applications in close proximity to school sites. Current local planning framework generally consistent with operational policy.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
	This policy identifies when to consider the provision of sites for new schools, sets criteria for the selection of sites, includes requirements for the design and location of school sites and outlines the development contribution methodology for government primary schools.	
5.1 Regional roads (vehicular access)	This policy addresses matters relating to the control of development adjacent to regional roads.	Current local planning framework generally consistent with operational policy.
5.3 – Use of Land Reserved for Parks and Recreation and Regional Open Space.	This policy establishes the Western Australian Planning Commission's (WAPC) position regarding the use and development of land reserved for Parks and Recreation in the Metropolitan Region Scheme (MRS).	Current local planning framework generally consistent with operational policy. Responses (Part 1 action cross-reference): ~~Continue to manage parks and recreation reserves to respond to open space and recreational needs of the community and environmental values. (T4: 2ii.d)~~ Review reservation of Italian Club site in conjunction with WAPC, ~~Department of Transport~~Department of Transport and Major Infrastructure and Italian Club to facilitate extension of Norfolk Street extension and associated Freo 2029 outcomes. (T2: 5ix.aa~~y~~)

2.5 Position Statement and Guidelines

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

Table ~~44~~4: Position statement and guidelines

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

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
	renewable energy facilities within Western Australia.	~~Development approval has been issued for a Solar Farm on the Hollis Park Development Area. Development, however, is subject to a commercial decision to proceed.~~ Responses (Part 1 action cross-reference): Continue to acknowledge potential for suitable interim uses for Hollis Park Development Area consistent with contamination restrictions, pending resolution of historic contamination which currently precludes redevelopment. (T4: 5v.n)
Special entertainment precincts (draft)	Provides guidance on the designation of special entertainment precincts. Applies to the establishment of special entertainment precincts in local planning schemes, improvement schemes or redevelopment schemes.	Fremantle accommodates a vibrant live music scene and entertainment precincts. Noise conflicts represent a growing challenge in the face of increasing residential development and changing community attitudes. Responses (Part 1 action cross-reference): Identify Fremantle City Centre as a potential special control area for the purposes of a special entertainment noise precinct, subject to further detailed investigations and noise modelling. (T3: 1i.d~~, 3v.o~~) Undertake noise modelling and potential attenuation responses and community engagement to inform the establishment of Entertainment Noise Precinct/s or similar development control and management mechanisms. (T3: 1i.d~~, 3v.o~~)
Western Australian Climate Policy	Sets out the State Government's plan for a climate-resilient community and a prosperous low-carbon future. Commitment to adapting to climate change and working with all sectors of the economy to	In May 2019 Fremantle Council declared that the world is in a state of climate emergency that requires urgent action by all levels of government. Acknowledgement of the climate emergency underpins the Local Planning Strategy and ongoing work within the local planning framework including its continued promotion of more energy efficient urban structures and buildings.

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
	achieve net zero greenhouse gas emissions by 2050. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. Outlines actions to guide the response by business, the community, local governments and State Government agencies to develop well-informed, timely and practical adaptation responses.	Responses (Part 1 action cross-reference): Acknowledge the climate emergency and the need for sustainable development in local planning documents. (T4: 1i.a-c) Maintain urban structure which includes a walkable street network, accessibility to a functional hierarchy of centres and open space and infill and consolidation opportunities in centres and sites well serviced by public transport and other services. (T4: 1i. T2: 1i.a, 2ii.d, ~~–~~f, T3: 3v.~~q~~p) Continue to advocate for increased energy and water efficiency in new development. (T4: i.a-c 3iii.i) Maintain and periodically review incentives for energy and water efficiency in local planning framework. (T2: 5ix.bb~~z~~, T4: 3iii.i)
Draft Position Statement and Guidelines: Planning for Tourism	Together, they outline the policy position of the WAPC and guide the appropriate management of tourism land use and development in our State. They also provide clear and consistent direction to local governments on the definition and treatment of short-term rental accommodation in Western Australia.	Fremantle already has a well-established framework to accommodate tourism development. Responses (Part 1 action cross-reference): Upon finalisation of the Position Statement: Review and align land use definitions, registration requirements and any exemptions with current framework (including Local Law). (T3: 1i.b,f, 2iv.o, 5vii.t,u, T2: 5ix.aa)
Container Deposit Scheme Infrastructure	This position statement outlines how container deposit scheme infrastructure should be considered and assessed in the Western Australian planning system.	Much of the Container Deposit Scheme infrastructure has been rolled out around the state. In instances where the City receives an application for additional locations the position statement will be consulted.

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
Expenditure of Cash-in-Lieu of Public Open Space	The intent of this position statement is to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the Planning and Development Act 2005.	Position statement to be followed if funds are received for cash in lieu of open space.
Housing on Lots Less than 100m2	This document provides interim guidance for subdivision and house design on lots less than 100m2 , proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. Planning Reform, Design WA, Liveable Neighbourhoods, METRONET and other policy reviews will consider broader application of this development type, particularly within existing residential areas and transit precincts.	Position statement would be consulted in instances where the City considers housing on lots less than 100 sqm.
Our Coastal Future: Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan (2017)	A plan prepared in conjunction with the Town of Mosman Park to coordinate decision-making and facilitate long-term adaptation methods to the risks of coastal erosion and inundation at Port, Leighton and Mosman beaches.	Sets out potential near-term, medium-term, and long-term adaptation methods for coastal erosion. The City will continue to promote, update, and implement the Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan. (T4: 4iv.k&l~~, Plan ref 1,2~~)
Fremantle Boat Harbours Masterplan 2023 - ~~Department of Transport~~Department of Transport and Major Infrastructure	The intent of the document is to guide the future development of the Fremantle Fishing Boat Harbour and adjoining Challenger and Success harbours for the next 40-50 years. Central to the plan is the retention of the working harbour with opportunities for long-term urban renewal, enhanced public spaces and improved connections to the city centre and Victoria Quay. Other keys aspects of the plan include:	Generally, the master plan is in alignment with the City of Fremantle's long-term vision for improved connectivity between the city and its waterfront. Specifically, the City of Fremantle Council would like to see (T53v.k,m, Planning Area A): Acknowledgment and consideration of the rich cultural and historical value of the harbour through all phases from planning to implementation A harbour area that celebrate all aspects of the 'Blue Economy' and that complements but do not detract from commercial

Position statement guidelines	Policy Overview	Local Planning Strategy Implications and Responses
	Integrating the City's concept for Norfolk Street extension, new superyacht berths and support facilities, and opportunities for redevelopment sites, including a proposed mixed- use site where the boat lifter currently operates.	activities in the city centre, including improving the public interface with fishing industries, and water-based tourism and events; Maintenance of the authenticity of a working harbour, in particular the retention of the boat lifters facilities within the precinct. Careful consideration of residential land uses (if introduced). Guidance on appropriate built form and height of new developments. Consideration of how public parking will be managed as the precinct grows as a key city destination. Funding and delivery strategy by the State Government.
Victoria Quay Commercial Precinct Plan 2016 - Fremantle Ports Fremantle Station Precinct Plan 2016 -Public Transport Authority	The Victoria Quay Commercial Precinct Plan and Fremantle Park Precinct Plan provide a framework to assess specific development proposals and facilitate an integrated, coordinated approach to future development. The Vision is to open the way for revitalising the Victoria Quay Commercial Precinct, the Fremantle Railway Station area and Pioneer Park as a vibrant and inviting quarter of Fremantle by embracing its heritage, improving connections between the waterfront and the city centre and enabling sustainable economic, social and environmental outcomes.	The City is committed to working with the different agencies to achieve the intent and purpose of these precinct plans.

3 Local Planning Context

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

~~2~~3.1 Strategic Community Plan 2024 - 2034

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

Table ~~5~~55: Strategic Community Plan 2024 - 2026

Focus Area	Theme	Objectives
Liveable City	A liveable city that is vibrant, socially connected and desirable	Sustainable growth in city centre population Liveable and socially connected neighbourhoods Connected city Sustainably designed and optimised urban and natural environments Functional and inclusive recreational facilities A unique built heritage and history that is preserved, protected and shared
Thriving City	A thriving city with a prosperous and innovative economy	Attraction and retention of diversified investment and talent A resilient seven-day economy A thriving and supportive ecosystem for start-ups and small businesses Vibrant and active city centre Partnerships and pathways for learning and education
Creative City	A creative city that is inspiring, diverse and dares to be different	Optimised, accessible and affordable places and spaces for creatives 50,000 years of First Nations culture and heritage is recognised, celebrated and embraced Events and programming celebrate Fremantle's unique and diverse creative and cultural identity

Focus Area	Theme	Objectives
Resilient City	A resilient city that plans for the future and is empowered to take action	An educated and empowered community that seeks to mitigate the causes and effects of climate change A focus on planning for a stronger and more resilient future A future-proofed asset base that remains functional and accessible to the community Availability of services and support for the most vulnerable members of the community
Inclusive City	An inclusive city that welcomes, celebrates and cares for all people, cultures and abilities	A clear and respectful path towards reconciliation and truth telling for First Nations people A safe and accessible community for all abilities A welcoming and inclusive City for all members of community A platform for engagement and participation for our youth and next generation of community leaders Genuine and productive partnerships with members of the community

~~2~~3.2 Previous local planning strategy

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

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

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

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

~~2~~3.3 Local Planning Scheme

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

~~2~~3.3.1 Scheme Review

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

The WAPC considered the 2020 report of the review and agreed that the City's retention of LPS4 was acceptable in the short term. However, the Commission also required that a new Local Planning Strategy would need to be prepared and noted that this would likely result in the need for a new Scheme.

~~2~~3.4 Other planning schemes

Nil

~~2~~3.5 Local Planning Policies

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

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

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

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

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

~~2~~3.6 Structure Plans

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

Table 66~~6~~: Structure plans

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
DA1 – Knutsford Street East, Fremantle	9 April 2018 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes from R60 to R100 densities.	- 32.054 S 115.764 E	Staged development in train at lower density than anticipated. Yield estimate: 300-500 dwellings. Parts of the structure plan have been built out and should be normalised into the scheme. Remaining portions of structure plan still relevant and should be retained.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
DA4 – Swanbourne Street, Fremantle	8 September 2015 ADOPTED Structure plan	Development for predominantly residential purposes, with some mixed-use, at a range of densities, including R40 to R80, R60 to R100 and R80 to R160.	- 32.054 S 115.760 E	Development as per the structure plan has not yet proceeded on site. Development pending identification of a joint venture partner. Yield estimate: 306-470 dwellings. As of date of this report, structure plan is being proposed to be extended for a further 10 years.
DA6 – Wool Testing and Sealanes, South Fremantle	24 February 2005 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R60 and R100 densities.	- 32.072 S 115.752 E	Development as per the structure plan has not yet proceeded on site. The structure plan has not aged well and would likely require amendments to realise the full development potential. The structure plan, however is adopted and therefore still relevant. Yield estimate: 150 dwellings. Structure plan is inadequate and new plan should be created to effectively actualise full development potential of the site.
DA7 – Mather Road, South Fremantle	21 July 2008 DELETED 12 November 2021	Development for residential purposes at R20, R40 and R50 densities.	- 32.074 S 115.765 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA7 – Lefroy Road Quarry, Beaconsfield	14 February 2019 ADOPTED	Redevelopment for residential purposes, with a mix of housing typologies, at R30 to R60 densities.	- 32.070 S 115.765 E	Development as per the structure plan has not yet proceeded on site. Development delayed due to the cost of site remediation. The recreation planning in 2020 identified the site as an

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
	Structure plan			opportunity to provide a new senior sized oval to accommodate population growth beyond 2031. Yield estimate: 334+ dwellings. Structure plan requires review to reflect Heart of Beaconsfield Masterplan 2021.
DA8 – Taylors College, O'Connor	26 March 2008 DELETED 12 November 2021	Redevelopment for residential purposes, with a mix of housing typologies, at R30 to R60 densities.	- 32.064 S 115.801 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA12 – Kim Beazley School, White Gum Valley (WGV)	24 September 2014 DELETED 12 November 2021	Redevelopment for residential purposes, with a mix of housing typologies, at R35 to R80 densities.	- 32.058 S 115.772 E	Development is largely complete. Structure plan normalised into Local Planning Scheme No. 4 through Scheme Amendment No. 84. Structure plan has now been deleted.
DA18 – 9-15 McCabe Street, North Fremantle	SAT issued Orders 3 March 2009 ADOPTED Structure plan	Redevelopment for residential purposes, with a mix of housing typologies, at R80 density.	- 32.022 S 115.757 E	Development is largely complete. The structure plan could be normalised into Local Planning Scheme No. 4 and subsequently revoked.
DA18 – 140	6 December	Redevelopment for multiple dwellings at R80 density.	- 32.022 S	Development as per the structure plan has not yet proceeded on site. Yield estimate: 250 dwellings.

Name of Structure Plan	Date of WAPC Approval/ Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses (T1: 2iii.k) *Yield estimate
Stirling Highway, North Fremantle	2024 ADOPTED Structure plan		115.755 E	Precinct Structure Plan is still relevant. Yield Estimate: 350
DA18 – Matilda Bay Brewery site, North Fremantle	6 October 2020 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along with communal facilities and public open space.	- 32.024 S 115.755 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 500 dwellings*. Structure plan still relevant and should be retained.
Davis Park, Beaconsfield	14 May 2021 ADOPTED Structure plan	Redevelopment for residential and mixed-use purposes, at a density of up to R160, along with community facilities and public open space.	- 32.065 S 115.771 E	Development as per the structure plan has not yet proceeded on site. Yield estimate: 550 dwellings. Structure plan still relevant and should be retained.

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

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

Table 7~~7~~: Development areas not yet subject to structure plans

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

~~2~~3.7 Local Development Plans

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

Table ~~8~~88: Local development plans

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

~~2~~3.8 Other Relevant Strategies, Plans and Policies

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

Table ~~9~~99: Other strategies, plans and policies

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

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Economic Development Strategy	2015	"to build up the economic capacity of (the) local area to improve its economic future and quality of life for all"	Maintain zoning to support office, industrial and retail development. Maintain buffers to Port and industrial areas. Protect opportunities for water-based industries and technologies. Consider incentives for priority industries including creative, sustainability and blue economy. Continue to protect and enhance heritage buildings and streetscapes Maintain opportunities for adaptive reuse. Review role, function and requirement for Mixed Use areas.
Access and Inclusion Plan	November 2021	To provide an effective framework for meeting the needs of many people in the community…. (including)… people with disabilities…. Parents with young children and prams, the elderly and people from culturally and linguistically diverse backgrounds	Continue to accommodate diverse housing including potential incentives for adaptable housing.
Climate Change Adaption Plan	2013 (reviewed 2020)	Set out actions to adapt to impacts of climate change.	Implement CHRMAPs Implement Urban Forest Plan. Promote tree retention and planting. Promote water efficient and sensitive design. Promote energy efficient urban form, buildings and living.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Community Safety and Crime Prevention Plan	September 2019	To set priorities for community safety and crime prevention for the next 5 years	Promote passive surveillance of public spaces. Support residential presence in commercial areas.
Esplanade Masterplan	December 2015	To outline long term layout and improvements to The Esplanade as the City Centre's primary greenspace	Maintain reservation of The Esplanade as a significant community recreation and green space. Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.
Freo 2029 Transformational Moves	February 2015	To supplement a Fremantle City centre structure plan and illustrate how it could be implemented via a number of key actions or 'transformational moves'	Recognise priority transit routes and advocate for their delivery. Advocate for extension of Norfolk Street, improved waterfront connection, redevelopment of Fremantle Station forecourt. Review zoning Italian Club site as part of a coordinated development proposal to achieve extension of Norfolk Street and expansion of Esplanade.
Greening Fremantle Strategy 2020	July 2017	To inform, guide and implement a greener city. Includes assessment of POS provision, green linkages and tree planting.	Maintain public open space reservations. Support full POS contribution in redevelopment areas and areas identified as having an undersupply of POS. Support tree and native vegetation retention and additional planting in new development. Promote inclusion of green linkages in new development as per strategy plan.

Strategy, plan, policy name	Date approved	Purpose	Local Planning Strategy Implications and Responses
Integrated Transport Strategy (ITS)	February 2015	To provide a broad strategic position on a variety of transport and land use issues as a basis for more detailed plans and projects.	Maintain higher density opportunities in established nodes along rapid transit corridors. Advocate for further definition and advancement of rapid transit. Develop Parking Plan and review parking requirements.
Kings Square Business Plan and Urban Design Plan	2012	To outline the business plan and spatial concept for revitalisation of Kings Square	Recognise Kings Square (now Walyalup Koort) as the civic and commercial heart to the City Centre. Continue to accommodate activation and incentivise redevelopment around the square.
Local Bike Plan	August 2019	To harness the potential of Fremantle as a bike friendly city by providing a comprehensive guide to the policies, programs and infrastructure investment required to realise this vision.	Recognise planned bike route network. Maintain provision for end of trip facilities for significant new development.
One Planet Framework and Action Plan	October 2021	To provide a framework through which to understand and monitor the City's ~~more~~ progress towards sustainable living	Promote protection of natural areas, water and energy efficient urban and built form, housing diversity, transit-oriented development, inclusive design, heritage protection.
Port and Leighton Beach CHRMAP	2017	To assist with coastal management decision-making	Monitor coastal processes and shoreline movement. Establish Special Control Area and development responses for sites at risk of long term coastal impacts. Advocate for holistic planning for appropriate options in North Fremantle, including continued accommodation of district beach node facilities.

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

~~23~~.9 City Plan – City Centre

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

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

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

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

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

- Increasing the resident population to support the day and night economies.

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

3.9.1 Spatial Background

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

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

The majority of this transformational potential is concentrated around the edges of the historic West End, forming a development ring around the City Centre while maintaining the predominantly 2-4 storey urban setting within the West End. The City Centre's cultural vibrancy—driven by its nightlife, bars, and cafes— is essential to its ongoing appeal. However, this strategy emphasises the need to increase the residential population, particularly in the underdeveloped areas surrounding the historic core. Densifying the City Centre will help create a more vibrant, 24-hour, walkable environment—aligning with the concept of truly mixed-use cities, a model common in Europe but less prevalent in Australia.

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Figure 444: Spatial strategy (source: City Plan: City Centre)

Baseline mapping carried out as party of the City Plan: City Centre demonstrates that buildings within the State Heritage-Listed West End area are generally 2-3 storeys, with some up to 4 storeys and a rare few up to 5 storeys. Where 5 storeys has been permitted, the development has been designed so that the top storey is not visible from the street. In any case, none of the heights are greater than 18 metres in height (In Figure 5, the two lots within the historic West End shown as greater than 18m refers to the highest points, which comprise architectural features or roof pitches, not full storeys). Buildings to the south of Norfolk Street and within the scheme area tend to comprise low-scale residential with some mixed use developments.

Figure 555: Existing building heights (source: City Plan: City Centre Baseline Report)

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

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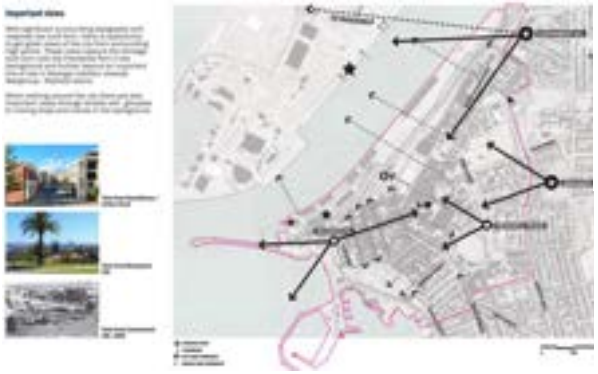
View lines down High Street and the arterial streets branching off should be preserved from a pedestrian viewpoint, with heights kept low or with higher storeys not visible from the street, to reflect the historic pattern of development. Views to and from the Fremantle Prison, the Roundhouse, Monument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

~~A draft of the City Centre City Plan is expected to be put out for public comment in mid-2025.~~

Figure 6665: Existing view lines (source: City Plan - City Centre Baseline Report)



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

Figure 7777: Heat map (source: City Plan - City Centre Baseline Report)

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

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

Figure 888: Access spatial strategy (source: City Plan: City Centre)

4 Local Government Profile

The City of Fremantle, comprising of 19 square kilometres, forms part of the central metropolitan Perth subregion within the Perth Metropolitan Area and includes the suburbs of Beaconsfield, Fremantle, Hilton, North Fremantle, O'Connor, Samson, South Fremantle and White Gum Valley, as well as, significant river foreshore and coastline.

~~3~~4.1 Demographics

Across eight suburbs and 19.0 km2 the City of Fremantle has a population of 31,930 people in 15,687 homes (2021 census ABS). A simplified snapshot is provided in Figure 48.

Figure 9995~~4~~: CoF demographic snapshot (Source Data: 2021 Census)

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~~3~~4.1.1 Demographic Profile

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

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

Table 101~~0~~: Census population by suburb

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

All suburbs increased in population from the 2016 census apart from Samson, which saw a slight decrease. Fremantle suburb has the largest population and largest population increase (Refer to Figure ~~5~~9).

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

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

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

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

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

INDUSTRY: The three largest industries in the City of Fremantle are: Health Care and Social Assistance (5,94 people or 18.4%), Transport, Postal and Warehousing (3,775 people or 11.7%) and Accommodation and Food Services (3,172 people or 9.8%)

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

- Higher proportion of renting households and a much smaller proportion own with a mortgage.
- Higher median weekly household rent ($370). Only White Gum Valley, Hilton and O'Connor being lower, Beaconsfield being the same on $350 and North Fremantle being the highest on $480.
- Similar proportion of households in rent stress (rent payments are 30% or more of household income) Fremantle 29.6%, Greater Perth 29.9%.
- Five times higher homelessness rate per 10,000 persons.
- A much higher proportion of attached and medium to high density dwellings (39.9%) than the metropolitan average (22.1%), with a population density of 16.62 p/ha (more than double that of its region). Recent increases in dwelling numbers have largely ~~beenin~~been in medium to high density dwellings. Fremantle also has a higher percentage of 1 and 2 bedroom dwellings (36.4%) comparatively to greater Perth (16.2%) better catering to smaller household sizes.
- A higher-than-average proportion of persons holding a tertiary degree or similar (28.5%) than greater Perth (24%), and a varied income profile, illustrating the diversity of the population. Most Fremantle suburbs have a higher household income than Western Australia ($1,815) as a whole (apart from Hilton and O'Connor). When compared to the greater Perth Metropolitan area ($1,865) Fremantle has a slightly higher household income ($1,887) with a lower median household income in Hilton, O'Connor and Beaconsfield. North Fremantle has a much higher household income ($2,387) followed by South Fremantle ($1,914). Overall, the trend appears to be towards gentrification.
- Ancestry in Fremantle was traditionally heavily influenced by the inter and post war migration which saw high proportions of Italians,

Portuguese and Slavs settle in Fremantle. The majority of the current population however, identify as having British ancestry. The proportion of the population born overseas has been reducing and is now just under the state average.

- The City's proportion of Aboriginal and Torres Strait Islander People is just under (1.7%) the Greater Perth area (2%).
- The majority of the population speak only English language (81%) with 16.9% indicating also speak a non-English language as well.
- Overall there has been a reduction in the proportion of people from a non-English speaking background.
- In line with national and metropolitan trends, those identifying as non-religious has increased significantly between 2001 and 2016 from 23.9% of the population to 43% and now 54% in 2021. The proportion of non-Christian religions is 1.6%.
- The percentage of community members needing assistance with core activities is above the metropolitan average at 5% reflective, in part, of the older population (the need being significantly the highest in the over 65 years old cohorts). Provision of unpaid (non- child) care and volunteering rates in Fremantle also exceed the metropolitan average.
- The resident labour force is roughly equivalent to the metropolitan average and has increased over time. The unemployment rate has decreased from 7.3% in 2016 to 4.8% in 2021.
- Fremantle residents have slightly more part-time employment (35.8%), slightly less full time (53.7%) when compared to Greater Perth, the state and Australia. 18.2% of the Fremantle workforce live & work within Fremantle. The most common occupations of residents in the City of Fremantle include Professionals 37.5%, Managers 15%, which are much more than Greater Perth on 23.7%, and 11.9% respectively. In combination with Community and Personal Service Workers 11.5% these three occupations accounted for 10,601 people in total or 64.0% of the resident workers (All industries).
- A relatively high proportion of the Fremantle workforce use public transport or active transport to travel to work, but the proportion still remains far lower than those driving to work (53.3% Car, as driver). Average number of motor vehicles per dwelling (1.7) is lower than the metropolitan average (1.9) but has increased slightly since 2016 (1.6).

Overall, the demographic profile illustrates Fremantle as a revitalising inner metropolitan local government area, retaining a diverse population reflective of its roots and housing stock. The place is incrementally gentrifying as state population growth drives demand for well serviced housing, redevelopment occurs, and land values increase. Population increase can be largely attributed to new development occurring, and the regeneration of suburbs as their original populations age and move on and larger new

households replace them. Population by suburb is shown below in Figure 95.

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Figure 10101065: Population by suburb and change (Source: 2016 & 2021 census)

~~3~~4.1.2 Population Forecast

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

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

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

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

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

Forecast id population and dwelling forecast data is underpinned by the assumption that additional dwellings to an area's housing stock is a major driver of population growth. The forecasts are calculated and provided at the suburb level. The data is based on the 2021 census data. Forecasts are provided for each census year to 2046 and updated annually.

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

Net migration, who will move into the area as well as who is leaving the area, by age. In brief, the most mobile age groups in the population are young adults as they tend to move nearer educational institutions, seek work and express a change in lifestyle. Empty nesters are more likely to move to smaller accommodation when appropriate and coastal areas. Families with young children move to larger

housing stock, near schools and other networks in suburban locations. Knowing the current and potential housing supply and age of the population, net migration can be calculated for each suburb.

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

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

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

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

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

WA Tomorrow provides five bands A (low growth scenario) to E (high growth scenario) of potential growth. According to the low to medium growth scenarios, WA tomorrow estimates a population projection of between 31,310 and 36,260 for the City of Fremantle by 2031. This has been extrapolated to 34,730 (band c) by 2036 (refer to table ~~12~~11).

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

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

Development uptake in the past ten years has been impacted by the broader economic context. Initially this was the fallout of the GFC, and then ongoing macroeconomic factors and high construction costs limiting the capacity of the market to absorb faster release. These,

and other local and specific, constraints will likely carry on into the future.

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

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

Table 111~~11~~: Wa Tomorrow Forecast Population Projections 2016 - 2036

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

**Forecast extended by extrapolating growth trend*

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

Table 1212~~12~~: Forecast id population growth by suburb

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

~~1~~4.1.~~1~~3 ~~—~~Dwelling Yield Analysis

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

Table 1313~~13~~: Forecasted dwelling numbers

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

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

- A calculation of possible dwelling yield with the development

constraints of the site considered, for example planning provisions, physical impediments, existing building on site, heritage, location, fragmented or multiple ownership, infrastructure & servicing availability.

- A reduction in take-up of the full development potential to a factor of 85% to allow for unanticipated constraints and market conditions.
- An estimate of potential timing of development on each site i.e. in the next five, 10, 15+ years, based on current market conditions and discussions with landowners and forecast over the years to 2046.

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

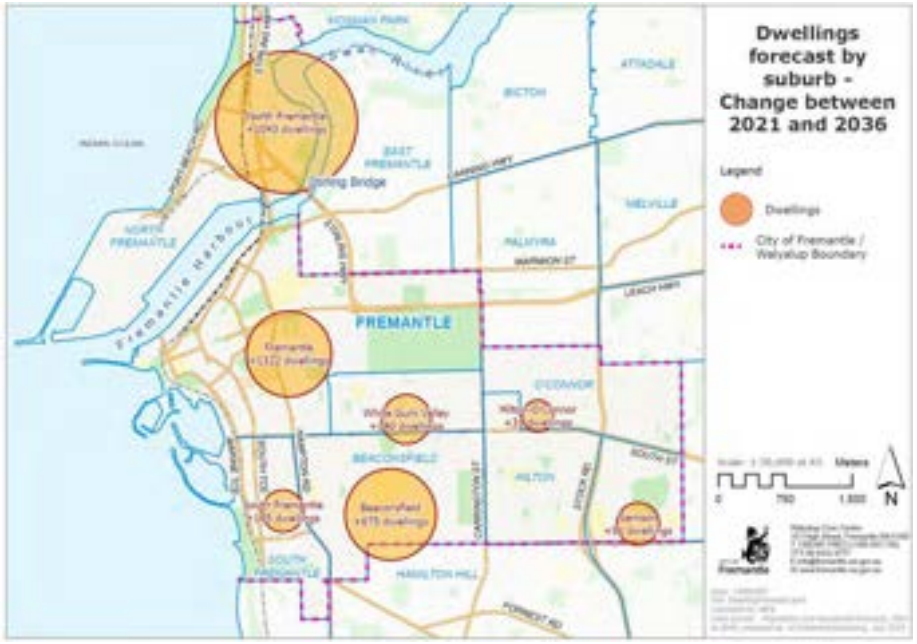
Forecast id anticipates, through the assumptions provided above, an additional 3,369 dwellings will be provided in the City of Fremantle from 2021 by 2036.

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

Areas that have the potential for the most development are the suburbs of Fremantle (potentially 1,322 additional dwellings), North Fremantle (potentially 1,043 additional dwellings with the currently industrial and Fremantle Port land not accounted for) and Beaconsfield (potentially 675 additional dwellings). Notable areas of potential are the City Centre area and the Knutsford and Swanbourne Street development areas in Fremantle, the McCabe Street development area in North Fremantle, and the Heart of Beaconsfield master planning area accommodating several significant redevelopment sites in Beaconsfield. Refer to 4.2.1 Hhousing below for discussion on the provision of housing and Table 123 for dwelling forecast numbers by suburb.

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

Figure 1111117: Population and household forecasts 2021 - 2036 (Source: Forecast id)



~~1~~4.1.~~2~~4 Demographic Analysis

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

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

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

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

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

Planning Responses:

- Maintain a range of density coding and housing types to support the community's diverse housing needs.
- Maintain density infill opportunities in unconstrained, well serviced locations (i.e. those with access to local shops and public transport). A review of feasibility constraints could assist in understanding the potential for further / faster uptake of development opportunities.
- Continue to support and promote innovative, accessible and affordable housing options, including existing incentives. Further incentives may be appropriate in some areas.

- Continue to protect Fremantle's heritage (including recognition of its migrant heritage).
- Plan and advocate for further improvements to the public transport network to support increased use of active transport and access to jobs and services.
- Continue to promote shared use and improvement of facilities, and actively participate in discussions with key service providers regarding continued maintenance of key health, education, recreation and community services, and planning necessary to sustain a growing population.
- Undertake a housing strategy to identify gaps and future needs and investigate incentivising needs into the planning framework.

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

~~1~~4.2 Community, Urban Growth and Settlement

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

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

European settlement to the area commenced in 1829 when the port was established for the Swan River Colony and Fremantle became a centre of trade. Located on a limestone headland and escarpment, the Fremantle township established soon after and the city thrived, developing into a diverse and vibrant regional centre. The main industries at this time were shipping, fishing and farming. Gradual growth took place during the mid 1800s with more rapid growth during the 1890s and early 1900s, spurred by the opening of the railway line from Perth (1881), the establishment of the Inner Harbour (1897), and the gold rush. Land was resumed along the river and coast for town, port, quay and reserve (e.g. Esplanade Reserve) areas.

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

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

Figure 1212128: 1865 Map of Fremantle

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

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

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

14.2.1.1 Housing

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

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

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

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

- **High density inner-city development**: Provisions for high density and additional heights, as well as a mix of uses, is provided for within the City Centre and Northern Gateway /East End precinct. Additional detailed planning for an increase in population will be pursued through the City plan planning area action. The inner City areas are part of the Fremantle suburb. The dwelling forecast for this portion of the Fremantle suburb is 576 additional dwellings by 2036, or 44% of the suburb yield.
- **Development Areas**: Brownfield redevelopment sites by suburb: Fremantle: Burt, Knutsford and Swanbourne Street. North Fremantle: McCabe Street. Beaconsfield: Davis Park, former TAFE site and Lefroy Road Quarry. Housing diversity is a feature of structure planning in these areas.
- **Non-city centre activity centres, mixed use corridors and nodes**: Various areas zoned for additional development appropriately located in proximity to amenities and transport.

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

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

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

Large key development / infill sites, the South Street transit corridor nodes and the city centre and surrounds

are illustrated on Figure ~~8~~12 below. While the map also includes the Freo Alternative infill precincts, additional yield within these areas is likely to be low due in part to the limited number of undeveloped eligible lots.

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

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

Omissions from the map include:

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

Other omissions are the potential residential redevelopment areas of the Fremantle Port land (Victoria Quay and North Quay in the event of relocation of the port), the industrial land north of Fremantle Port (Bracks Street, North Fremantle) and Fremantle Oval. These areas are included as planning areas in the strategy and require further detailed planning and / or advocacy with state government to achieve future development of the sites.

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

On a local site-specific level, contamination is a constraint for several sites. Service restrictions (particularly absence or inadequacy of sewer or water provision) is an additional (cost and infrastructure) constraint for development in South Fremantle (around Strang Street), Knutsford Street / Swanbourne Street and for denser development in central Fremantle.

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

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

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

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

Figure 1313~~9~~: Key development sites

~~1~~4.2.2 Built form and character

As an established urban area with significant heritage values apparent in most of the City's suburbs, and a strategic focus on design quality, built form and character are critical planning considerations in Fremantle. This character was outlined in a brief Local Planning Area analysis included in the previous Local Planning Strategy. This analysis has been updated and included in Appendix 7. The City's planning areas under LPS 4 are shown on Figure 13~~9~~ below. Note the local planning areas under the LPS 4 are different to the planning areas identified in this strategy.

Figure 14141410: LPS4 Planning Areas

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

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

14.2.3 Cultural heritage

14.2.3.1 *Aboriginal History*

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

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

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

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

A further 10 places in the City of Fremantle are considered 'Other Heritage Significance' under the Act including DAA18332 Clontarf Hill. These sites are important cultural and historical sites that must be managed accordingly. Refer to Figure 1~~0~~ for registered and other heritage significance indigenous sites.

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

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

Table 1414~~14~~: Registered Aboriginal Sites

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

Figure 15151511: Aboriginal heritage sites within City of Fremantle (source: State of Western Australia AHIS)

~~4.2.3.1~~

4.2.3.2 *Built Heritage*

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

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

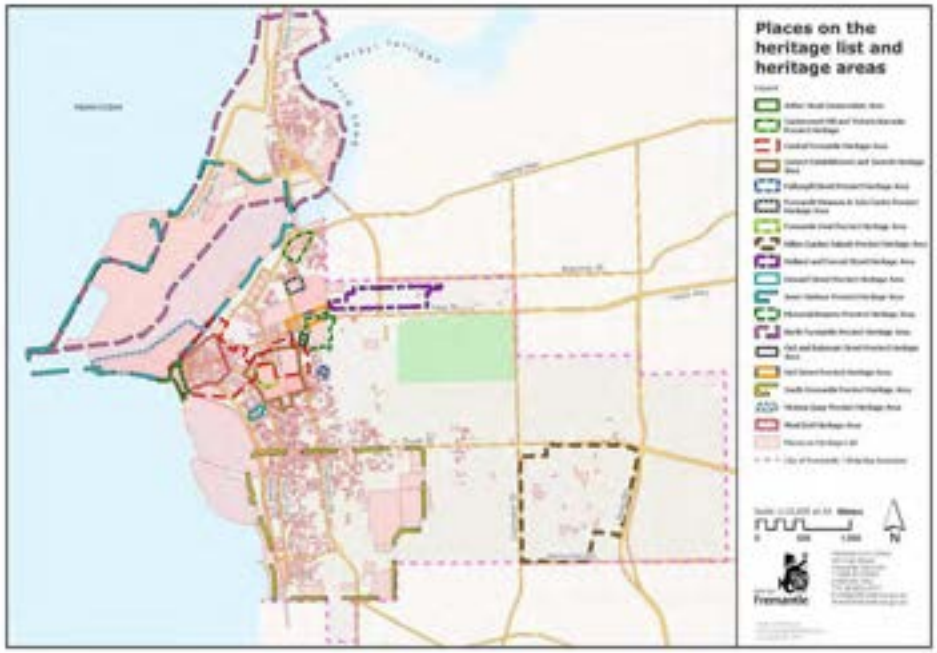
The City's quality and breadth of built heritage places and depth of traditional streetscapes are regarded as a significant asset and an integral part of not just Fremantle's, but Western Australia's sense of place. This sets it apart from many other localities in Perth. As such, the City's heritage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

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

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

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

Figure 16161612: Built heritage: Heritage listed places and areas



~~1~~4.2.4 Activity centres

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

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

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

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

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

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

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

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

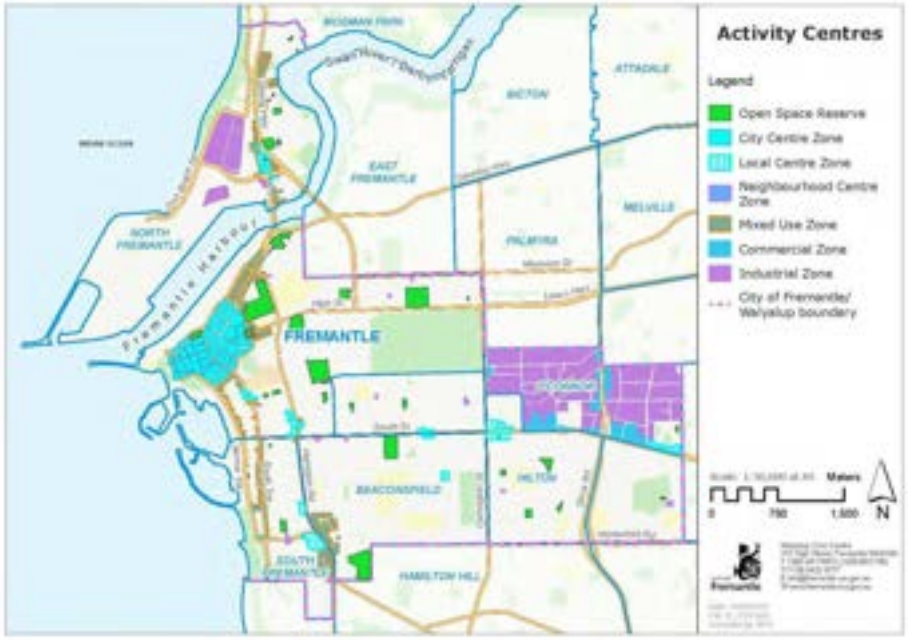
Table 151515: Retail floor space gaps (source: Pracys 2023)

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

To adapt and provide opportunity to fill the gaps, the City intends to maintain land use flexibility within centres, with ground floor of the core city centre dedicated to commercial uses and increased opportunity for residential density on upper floors, to the periphery and off the main streets. Further residential development will bolster the retail and service centre catchment. Feasibility impediments to higher density and other residential development including Building Code restrictions to adaptive reuse will need to be monitored.

The evolution of retail, as well as the City's changing population dynamics, provide an opportunity to improve centre function and layout, and accommodate potential future growth. All these factors, including addressing the retail gaps, can be focused on through further detailed planning in the planning areas.

Figure 17171713: City of Fremantle Activity Centres



4.2.~~6~~5 Public open space and community facilities

The City has 192 hectares of Public Open Space with 96 community facilities including:

- 2 golf courses (62 hectares)
- 40 hectares of nature space
- 25 'local' parks (less than 1ha)
- 20 'small' parks (less than 4000m2)
- 30 'pocket' parks (less than 1000m2)
- 51 recreation spaces and 11 'mixed' open space reserves including:
- 9 pavilions
- 6 sporting reserves
- 44 playgrounds
- 8 community buildings
- 2 libraries (including a toy library)
- 2 senior centres
- 4 skate parks
- 2 leisure centres (one including aquatic facilities).

A comprehensive review of the community facilities has recently been undertaken. This process concluded that generally, the City is well supplied with community sport and recreation facilities, and these facilities provide good accessibility to the community. Some upgrades and rationalisation is being worked through by the City including more flexible adaptable design in future upgrades to allow optimal adaptive and efficient use of these amenities. Further work on open space hierarchy and guidelines for each hierarchy on the appropriate amenities and level of service are additional projects.

Figure 1818181~~4~~: Public open space and community facilities (source: Greening Fremantle Strategy 2020)

The City's Public Open Space Strategy has identified that POS provision is predominantly through Small, Local and Neighbourhood POS areas; and there is limited District and Regional POS, in particular for the provision of Sport Spaces.

Figure 19191915: Hierarchy of POS and catchments

Table 17 below breaks down the POS number based on the hierarchical classification and calculates the provision per person based on five-year population increments. The table shows that whilst net provision of open space in the City meets the 10% public open space land area requirements of state planning policy, a growing population would decrease the amount of POS per person in the coming years and the provision of POS per person will continue to decline across all classification categories.

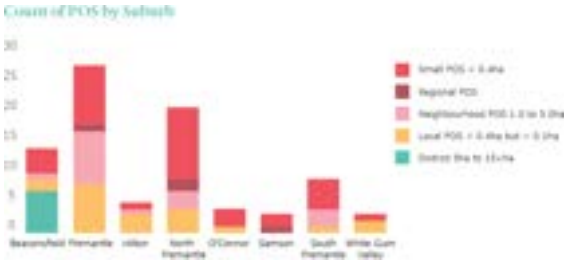
Table 161616: Population by year and POS per person

		2016	2021	2031	2036
Classification	Area (m2)	28,893	31,930	35,101	42,440
Small *< 0.4ha*	43,048	1.49	1.35	1.23	1.01
Local *0.4ha to 1ha*	137,776	4.77	4.31	3.86	3.25
Neighbourhood *1ha to 5ha*	492,441	17.04	15.42	12.46	11.60
District *5ha to 15+ha*	176,697	6.12	5.53	9.99	4.16
Regional	419,989	14.54	13.15	11.97	9.90

The current POS provision (hectares) by suburb and the number of POS areas by suburb are shown in Figure 1915. The dominant type by hierarchy are the 'Small' and 'Local' POS, while the most dominant type by number of POS areas is the 'Small' classification, which are areas smaller than 0.4ha or 4,000m2. POS areas of this size are quite restricted in their functionality, serving a limited recreational use for residents within the immediate area.

Assessment of POS provision on a suburb-by-suburb basis shows that Fremantle and Beaconsfield benefit most, with the largest provision in terms of total hectares and number of spaces.

Figure 2020201616: Count of POS by suburb



POS provision is benchmarked against the State Government's Development Control Policy 2.3 (Public Open Space in Residential Areas), which identifies 10% POS or 3.36ha of POS per 1,000 population and is reflected within the state government's planning documentation. The application of this this standard to the current POS provision within the City of Fremantle shows that only four of the City's eight suburbs currently meet or exceed the standard level of provision, as shown in the table below.

Table 1717117: Current POS provision

Suburb	Current POS Hectares	2021 Census Population	2021 Provision Ratio (ha / 1,000 pop)
Beaconsfield	22.95	5,315	4.32
Fremantle	49.38	9,251	5.34
Hilton	3.43	4,323	0.79
North Fremantle	24.31	3,947	6.16
O'Connor	1.52	460	3.30
Samson	14.48	1,881	7.70
South Fremantle	9.65	3,398	2.84
White Gum Valley	1.27	3,358	0.38
TOTAL	127	31,933	3.98

Future POS provision within the City of Fremantle has been illustrated in the Figure below and shows that additional POS will be limited to primarily the suburb of Beaconsfield (one district space at 4ha in size), with smaller allocations to be provided in Fremantle, North Fremantle and South Fremantle.

Table 1818~~18~~: Future POS provision

Suburb	POS Hectares	2021 Census Population	2021 Provision Ratio (ha/1000 pop)	Future POS Hectares	2031 Census Population	2031 Provision Ratio (ha/1000 pop)
Beaconsfield	22.95	5,315	4.32	26.95	6269	4.30
Fremantle	49.38	9,251	5.34	50.38	10,513	4.79
Hilton	3.43	4,323	0.79	3.43	3,392	1.01
North Fremantle	24.31	3,947	6.16	24.51	5,054	4.85
O'Connor	1.52	460	3.30	1.52	460	3.30
Samson	14.48	1,881	7.70	14.48	1,863	7.77
South Fremantle	9.65	3,398	2.84	17.65	3,470	5.09
White Gum Valley	1.27	3,358	0.38	1.27	3,480	0.37
TOTAL	127	31,933	3.98	140.18	34,501	3.68

When considering future demand, the draft CSRF Plan identified that for the period from 2021 to 2031 there will be a need for the following additional Sport Spaces:

Table 1919~~19~~: Future POS sport spaces requirements

Number	Size	Total Hectares Required
1	Oval playing field dimension with safety zone = 145m x 175m	2.53 ha
7	Square playing field dimension with safety zone = 108m x 71m. Total area = 7,668m2 or 0.77ha	5.39 ha
	TOTAL	7.92 ha

The analysis of existing use of Sport Spaces shows that there is some capacity to meet future demand, however there is not the capacity to meet the future requirement for 7.92ha of space. This makes the provision of the additional Sports Space POS at Beaconsfield particularly important regarding the City's capacity to meet future sporting demand.

Accordingly, the City's approach to POS will require a focus on public open space acquisition, advocacy and partnerships. The following actions are recommended:

- Retention of existing net open space, particularly in areas

subject to significant population increases (including central
- Fremantle, North Fremantle and South Fremantle)
- Potential upgrade of existing open spaces offering to accommodate increased usage.
- Develop and implement an Advocacy Plan for the acquisition of additional POS within Beaconsfield (as part of the Heart of
- Beaconsfield development),North Fremantle, Fremantle and South Fremantle. Planning provision for a district level sports facility in a centrally accessible location has been identified with the Heart of Beaconsfield Masterplan adjoining Fremantle College, potentially on the former Lefroy Road Quarry Site (refer to Figure ~~16~~20).
- Implement standardised and formal Shared Use Agreements with education institutions for the use of POS.
- Local Structure Plans for substantial development areas will
- need to consider whether additional local open space (likely new small, localised pocket parks), or enhancing existing open space available in the proximity are appropriate. Development standards and ongoing maintenance costs will also be a consideration in open space design.
- The City supports a minimum 10% POS contribution as a baseline metric for greenfield or brownfield development sites and infill areas where an undersupply of, or access to, POS has been identified as an issue in the City's strategic documents.

Figure 21212117: Heart of Beaconsfield Masterplan

4.2.~~7~~6 Planning framework

Several minor improvements can be made to the planning framework to ensure consistency and continued improvement. These improvements include:

- Progressive update of the City's Local Planning Policies
- Zone unzoned sites
- MRS improvements (by WAPC request)
- Further collaboration with WAPC may be required for strategic sites to progress.
- Maintain and periodically review incentives for energy and water efficiency in local planning framework.
- Continue pursuit of the Walyalup Reconciliation Action Plan including recognising the traditional owners of the land in planning documents and otherwise.
- Update Local Planning Scheme to further align with Planning regulations, statewide model scheme text and SPP.

4.2.~~8~~7 Community, Urban Growth and Settlement Planning analysis

As an established urban area with a diverse population, significant heritage values, and a strategic focus on design quality the City is committed to a diversity of housing, quality-built form, conserved heritage, effective management of public space and quality activity centre development.

Already, Fremantle accommodates significantly greater density and higher dwelling diversity than other areas of the metropolitan area. The City is on track to meet housing forecasts and targets set through Perth and Peel @3.5 million Central Sub-Regional Planning Framework, through development on key development sites and infill housing.

The response to this theme is broad in scope and includes consolidating the urban structure while providing for well-located and diverse housing and retaining and enhancing the character and built form of places, as well as built heritage values. Within an established area providing well located and appropriate public open space and facilities for the future population will be key. Minor improvements to the planning framework are also suggested for efficiency and improvement.

The response is supported by several local, state and regional planning policies.

Planning Responses:

In summary the City's response to community, urban structure and settlement planning theme aspects include:

1. Urban Structure

Maintain a fine grain walkable urban structure and environment whilst accommodating changing retail trends, regional traffic growth and changing lifestyle and transport preferences.

Actions:

- When considering plans for centre development and urban renewal (i.e. structure plans, large developments, corridor planning, rezoning requests) the City will support urban consolidation including Residential Density Codes higher than, but complementary to, the

surrounding area where a diversity of housing is provided and the existing network of centres, (including commerce, amenities, services and jobs) is maintained within walking / cycling distance of most dwellings in catchment area, and near public transport, to reduce dependence of vehicle travel to access goods and services.

- Following activity centre planning (refer to planning areas) updates to the local planning scheme and policy may be required to ensure zones and objectives related to activity centres are consistent with State policy and legislation. [Potential Scheme Amendment]

Continue to advocate for detailed planning and delivery of rapid transit along South Street or the freight corridor (see LPS map) and plan for development opportunities in these corridors as presented. In the interim, maintain consolidation in established nodes (centres) co-located with bus stops. In the planning scheme and policy, as well as assessment of structure plans and proposed Scheme amendments, promote neighbourhood and urban design which improve the quality and legibility of the pedestrian and cycle environment and network especially in all new developments.

2. Housing

Support the population growth necessary to revitalise the City Centre. This includes increasing urban sustainability and optimise use of public infrastructure (including public transport) without losing Fremantle's iconic character, heritage values and urban canopy, or making investment and renewal unviable.

Additionally accommodate diverse housing (including adaptable, accessible and affordable) to accommodate different community needs and incomes, in a market-driven economy.

Overall the City endeavours to meet or exceed infill targets.

Actions:

- Maintain mix of densities throughout City accommodating differing housing typologies & support and incentivize housing diversity, particularly for adaptable, accessible and affordable housing.
- Continue to support and investigate opportunities or bonuses to incentivize housing diversity, particularly for adaptable, accessible and / or affordable housing on redevelopment sites through policy, structure plan or scheme provisions that respond to identified need for more adaptable, accessible and affordable housing to accommodate community profile, aging in place and create market incentive to provision. *[Potential LPP or Scheme Amendment]*
- Investigate local opportunities for 'smart' low impact infill in established neighbourhoods through:
  - Review of Freo Alternative
  - Response to R-Codes Volume 1 (Medium Density)
  - Potential provision to support redevelopment of significantly) non-conforming density sites to maintain housing diversity

- Future precinct planning *[Potential Scheme Amendment]*
- Continue to accommodate population growth and dwelling targets within: High-density inner-city development, Development Areas, activity centres, mixed use corridors and nodes, and through some local area based infill in specific locations.
- Review and update structure plans to align with contemporary standards. Include specified minimum yield outcomes where appropriate.
- Monitor development rates and periodically review feasibility constraints and impediments to uptake.

3. Built form and character

Continue to protect Fremantle's indigenous and built heritage as a significant asset and an integral part of Fremantle's sense of place. Support adaptive reuse and the ongoing utility, interpretation and value of heritage buildings.

Continue to encourage high design quality in significant new buildings and promote high quality public spaces and street interface.

Actions:

- Maintain consideration, acknowledgment and regard to Aa~~a~~boriginal heritage sites.
- Maintain and review Heritage List, Heritage Areas, Local Heritage Survey and associated policies.
- Maintain Conservation Plans for City-managed buildings.
- Maintain and review streetscape policy requirements which recognises historic variations in character which exist between Fremantle's established streetscapes and more contemporary R-Codes standards.
- Maintain focus on design quality and review through continued reference to Design Principles and provision for a Design Review Panel. Review design principles and terminology to align with SPP 7.0. *[Potential Scheme Amendment]*
- Develop Public Realm Plan.
- Develop Masterplans for key open space areas.
- Maintain and potentially enhance Environmentally Sustainable Design requirements for new development to support a move to low carbon living, more affordable living and more efficient use of limited resources, to support both the City's Environmental Responsibility objectives, and the increasing focus on this issue emerging at the state level through the Climate Change Strategy.

4. Public Open Space and Community Facilities

Continue to service a growing population within a constrained environment with limited open space, aging community facilities and a small rates base.

Make equitable and effective provision for funding of community facility upgrades required to support new development.

Actions:

- Maintain existing open space reserves.

- Promote inclusion of additional open space in significant Development Areas (where this provides for functional open space and / or maintains accessibility).
- Request cash in lieu of open space where not provided on site.
- Reconsider opportunities for development contributions towards infrastructure renewal to accommodate increasing population and need taking into account impact on development feasibility and flow on implications for other objectives
- Pursue implementation of the Heart of Beaconsfield Masterplan

5. Planning framework

Ensure consistency and continued improvement to the planning framework.

Action:

- Progressively and continuously review, update and repeal (if applicable) all local planning policies.
- Zone un-zoned sites.
- Request MRS Improvements.
- Further collaboration with WAPC on strategic sites.
- Maintain and periodically review incentives for energy and water efficiency in local planning framework.
- Continue pursuit of the Walyalup Reconciliation Action Plan including recognising the traditional owners of the land in planning documents and otherwise.
- Update Local Planning Scheme to further align with Planning regulations, statewide model scheme text and SPP.

~~1~~4.3 Economy and Employment

"a raffish harbour town with sea-salty soul to burn… Fremantle thrums with live-music rooms, hipster bars, boutique hotels, left-field bookshops, craft- beer breweries, Indian Ocean seafood shacks, buskers, beaches and students on the run from the books. Fremantle dragged itself out of the economic doldrums in 1987, scrubbing itself up to host the America's Cup yachting race. Once the yachties left town the city faced the question of 'what now?'

A process of reinvention began, with investment in the arts, the establishment of Notre Dame University and the consolidation of the city's waterfront at the fore. In 2016, Freo is bearing the fruits of this process, with thriving urban culture and a string of awesome arts events celebrating the city's essence."

(Lonely Planet 'Best in Travel 2016')

Fremantle maintains an economic personality as a historic port city, a vibrant, liberal- minded cosmopolitan destination and a regenerating strategic metropolitan centre unique in Western Australia. Notwithstanding the rise of the suburban shopping centre, Fremantle remains Perth's 'second city' and a true strategic centre. Greater Fremantle is an employment hub of modern alongside heritage buildings offering office, retail, manufacturing and living spaces. Fremantle has efficient and convenient

public transport links, a university and TAFE at its core, and port, industrial, health care and creative industries. The City attracts both national and overseas visitors with diverse and well attended events, a good leisure offering and a growing international reputation.

Fremantle's key attractors include:

- A dynamic and exciting city centre, offering a wide range of goods, services and entertainment options with a thriving day and night-time activity.
- A diverse economy, incorporating manufacturing, industry, marine/blue economy, commerce, health, education, retail, and hospitality.
- Well-established heritage, character and attractive streetscapes.
- A strong arts, culture and events scene.
- Proximity to other destinations including the Perth CBD, and Western Trade Coast, and a (theoretically) wide service and employment catchment.
- High accessibility and availability of public transport (particularly to the north).
- High levels of amenity and 'liveability' making it an attractive place to locate, especially for aligned knowledge-based business.
- A growing international (as well as national and local) reputation as a tourist and lifestyle destination.

Fremantle's economy includes:

Figure 22222218: Key statistics for City of Fremantle (source: ID, 2022)

Further details are provided in Attachment 5 and 6 (ID Economy report 20/21)

14.3.1 Activity Centres

Pracsys' undertook a Retail Needs Assessment (RNA) in 2023. Principles of economic activation were applied with consideration to gaps and future growth to identify opportunities for retail growth.

The City's retail centre floor space was compared to existing retail floor space in the surrounding trade area, being the surrounding 25-30kms or 600 centres. Of this area, Fremantle contributes 6% of the total retail floorspace supply. The floorspaces in the City's centres are provided below. The City of Fremantle shop / retail floorspace (99,942) is comparable to Morley Galleria which has 98,659m2 of retail floorspace.

Table 202020: City of Fremantle Retail (source: Pracsys, 2023)

CoF Centres	Shop/Retail Floorspace (m^2)	Other Retail Floorspace (m^2)
City centre	99,942	6,693
South Fremantle	13,720	610
South Terrace	6,895	5,654
Harvest Road	6,205	610
North Fremantle	1,630	400
Wray Ave	2,773	408
White Gum Valley	1,482	0
Hilton Park	4,292	0
Winterfold	2,335	0
O'Connor	11,401	31,603
Subtotal	**139,274**	**45,978**

Overall, there are an estimated 5,426 retail jobs in shop / retail positions (1,755 fulltime; 3,670 part time) in the City of Fremantle. Seventy four percent of these jobs are in the city centre with other significant employing centres being South Fremantle 9%), South Terrace (5%) and Hilton Park (5%).

Fremantle City Centre

Fremantle City Centre is a longstanding Strategic Metropolitan Centre, servicing a regional catchment with a range of health, education and other public and private services, entertainment, retail, and tourist attractions. As peripheral centres have expanded and personal mobility has increased, competition for Fremantle's service catchment has increased also. Other factors such as the downturn of the main street, the predominance of internet shopping over bricks and mortar retail, and in recent time, COVID-19 and a potentially reduced need for office space, the City's centre, like many other main centres the world over, has seen a decline with an increase in vacancy rates. To counteract this, the City has adopted a strategy of boosting the local population in the week day (office worker) and weekend and night-time (visitor and residential populations) to sustain Fremantle's traditional town centre, as well as its still strong entertainment functions.

Pracsys' RNA 2023 compares the Fremantle city centre against other centres on performance to highlight the gaps. Scores are out of five – one being under performing and five being outperforming. Refer to table 221.

Table 2121~~21~~: Comparison of Perth retail centres

Criteria	Fremantle	Joondalup	Cannington (Carousel)	Midland
Food and beverage	5	4	4	3
Tourism Offering	5	3	3	3
Convenience Retail	2	5	4	5
Comparison retail	4	5	5	4
Office Provision	4	4	3	3
Nighttime economy	4	3	3	2

The City outperforms other strategic centres through its food and beverage, tourism offering and nighttime economy uses. Areas the City underperforms, comparatively to other centres are in the convenience (supermarket) and Comparison (e.g. clothing and department stores) Retail. Refer to table 2~~3~~2 which shows the retail gaps.

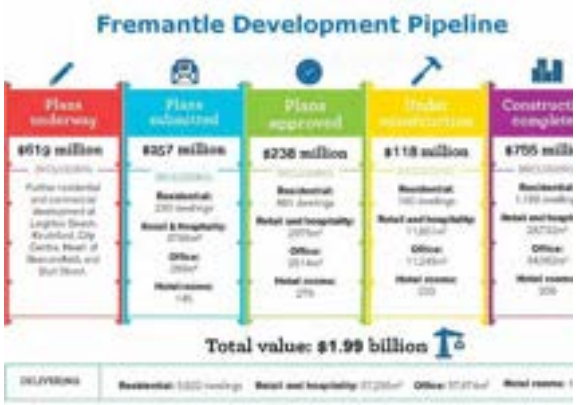
Table 2222~~22~~: Retail floorspace gap comparison of centres

Floorspace use	Fremantle	Joondalup	Cannington (Carousel)	Midland
Supermarket	IGA Coles (Approved)	Coles Woolworths Aldi Spudshed	Coles Woolworths Aldi NP Supermarket	Coles 2 x Woolworths Aldi
Department Store	-	Myer	Myer David Jones	-
Discount Department Store	Target	Target Kmart Big W	Target Kmart	Target Kmart Big W

As a conservative target with 50% scaling, the RNA identifies a gap in the retail floor space in the city centre of 2,500m2 for Supermarket, equating to at least one more supermarket and 12,000m2 of department stores or mini majors (approximately six mini majors or a smaller combination with a department store(s)).

Since 2016, development coming through the pipeline, predominantly in the city centre, is extensive: up to $1.87 billion of which $755 million has been completed. Recent completed development includes: 1,188 new apartments, 28,732sqm of retail and hospitality floorspace, 34,062sqm of office space and 1,090 additional hotel rooms, refer to Figure ~~18~~22.

Figure 2323231~~9~~: City of Fremantle's development pipeline



Updated September 2022. The Development Pipeline presents information that has been accrued since January 2016 and accounts for large scale (i.e. $1 million+) development.

The recent completion of FOMO and the civic centre at Walyalup Koort has attracted 1800+ new office employees, plus retail and hospitality workers. The combined development has created 6,350sqm of retail and Restaurant/café/bar floor space and 23,675 sqm of office space. This has significantly boosted the local economy, and partially offset broader macroeconomic trends such as the impact of on-line shopping on traditional centres.

Revitalisation of the City Centre and continued attraction of quality investment, employment and residential development remain ongoing priorities to support the evolution of Fremantle. This may be achieved through precinct planning or investigating specific sites for development opportunity, like the Paddy Troy Mall site. Place-making design interventions, including those identified to better connect the City Centre with its waterfront would also be valuable to these processes.

Maintenance and enhancement of the City's points of difference (including its heritage, waterfronts (river and sea), vitality, and range of small and independent operators) will be important into the future, both in terms of its character, and its competitiveness. Some review of structure and consolidation opportunities could assist in reimagining the City Centre for the post-Covid world. It could also assist in determining the best strategy for managing potential noise conflicts associated with the collocation of entertainment and residential land uses.

Parking, where and how it is provided will be an ongoing consideration in the centre. Parking will need to be managed to optimise accessibility, land use efficiency, place character and function. With this the City will have to ensure parking standards are reasonable, effective and consistent with objectives for functional and amenable places.

District centre

The North Fremantle centre is identified as District Centre under State Planning Policy 4.2. The North Fremantle centre operates more as a neighbourhood centre with restricted physical opportunity to grow, and a catchment limited by physical constraints (such as the beach, river and port) and proximity to Fremantle city centre. The RNA identifies a floor area / retail gap in North Fremantle of a supermarket use / site. There may be opportunities for additional development in the centre through land assembly or the deconstraint of larger lots on its periphery. Further clarification of its future catchment (and the potential for additional residential on surplus port land) would be investigated through detailed planning work on the planning area identified as part of the Local Planning Strategy.

Neighbourhood, Local and other centres

Whilst the Fremantle City Centre acts as a regional service, employment and tourist destination, the residential parts of the City are serviced by a hierarchy of district, neighbourhood and local centres, many of them acting as focal points for genuinely walkable communities. Changes in retail pattern and appeal are having some effect on the operation of these smaller centres. Current planning policy supports located medium and higher densities (commensurate with centre scale) in centres to support the continued viability and operation of commercial activities, and housing diversity. Previous amendments to the planning scheme to increase the density coding within and immediately around nodes along the South Street corridor (a route proposed for rapid transit) and density bonuses available for all other centre zones reflect this. Growth and revitalisation of the City Centre with maintenance of the complementary smaller scale centre networks remain strategic priorities, maintaining both sustainable urban form, local character, economy and amenity. Review of future retail demand recognising both the changing retail context and population growth would assist in maintaining realistic expectations for centres, avoid catchment cannibalisation and ensure centre scale and growth potential is accommodated and expectations are managed.

In some locations, mixed use areas have evolved as a quasi-extension of local centres, such as along South Terrace where the differentiation between centre and mixed use is blurred. In other mixed use zone areas, uptake has either heavily slanted towards either residential or commercial development. Review of the purpose and function of each of the City's mixed-use areas could assist in resetting expectations and may, in some areas, justify a change to ground floor retail requirements or rezoning.

As the development areas in Knutsford and McCabe Street progress with development there may be an opportunity for new local centre / local store development. Maintaining the ability to review these opportunities in light of the established centre network is considered a sensible approach in the future. The South Fremantle shopping centre precinct is also earmarked (with owners' consent) for precinct planning to better utilise and grow a mix of uses in this area.

Ancillary to centres, Residential-zoned areas can function as an incubator for burgeoning small business and cottage industry. Starting a new business from home has increasingly become popular as an option to keep start-up

costs low. Additional to this trend, working from home has become normalised following the need for isolation during and after state and individual COVID-19 lockdowns. The City's planning scheme includes standard provisions for home office and businesses.

~~1~~4.3.2 Employment

Fremantle is an employment hub that pulls workers in from neighbouring districts. The City's established centres hierarchy and industrial land areas supplement the port, harbour and commercial areas, and provide a diverse range of employment opportunities.

Overall, the City of Fremantle area offers more jobs than its total number of employed workers with 1.71 jobs for every employed resident within Fremantle (ABS 2021).

Fremantle's employment profile (shown below 19) demonstrates the spread of employment in the City. Jobs held by the local workers in the City of Fremantle in 2021 shows the three most popular industry sectors were:

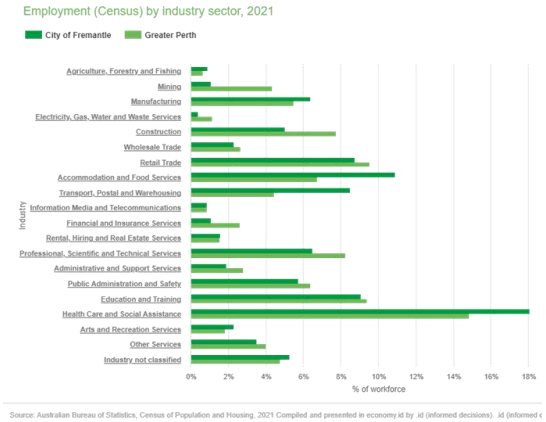
- Health Care and Social Assistance (4,981 people or 18.1%)
- Accommodation and Food Services (3,005 people or 10.9%)
- Education and Training (2,496 people or 9.1%) associated with University of Notre Dame, TAFE and schools.

In combination these three fields accounted for 10,482 people in total or 38.0% of the local workers.

The major differences between the jobs held by local workers of the City of Fremantle and Greater Perth were:

- A larger percentage of local workers employed in the field of Accommodation and Food Services (10.9% compared to 6.7%), associated with tourism, recreation and lifestyle businesses.
- A larger percentage of local workers employed in the field of Transport, Postal and Warehousing (8.5% compared to 4.5%), associated with the port, and O'Connor industrial area.
- A smaller percentage of local workers employed in the field of Education and Training (9.1% compared to 9.4%) associated with University of Notre Dame, TAFE and schools.
- A smaller percentage of local workers employed in the field of Mining (1.1% compared to 4.4%)
- A larger percentage of local workers employed in the field of Health Care and Social Assistance (18.1% compared to 14.8%), associated with the hospital and local, district and regional social services.

Figure 2424243~~0~~: City of Fremantle and Greater Perth employment by industry sector 2021) source: ID informed choices)



Notable changes in the jobs held by local workers in the City of Fremantle between 2016/17 and 2021/22 (shown above Figure ~~19~~23) are the marked increase for those employed in:

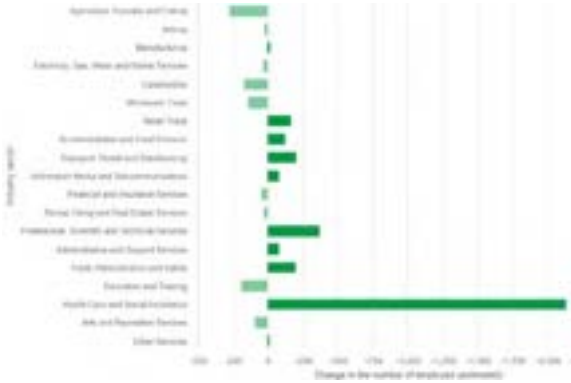
- Health Care and Social Assistance (+1,726 local workers)
- Accommodation and Food Services (+457 local workers)
- Professional, Scientific and Technical Services (+381 local workers)
- Transport, Postal and Warehousing (-188 local workers)

These changes reflect the following:

- Significant investment into Fremantle's rejuvenation following a focus on investment attraction and revitalisation strategies.
- Continued growth of accommodation, food and beverage businesses, as Fremantle continues to maintain its place as a lifestyle and entertainment destination.
- Significant increase in public administration, including the location of ~~Department of Transport~~Department of Transport and Major Infrastructure and Communities into central Fremantle (FOMO).
- Fremantle Hospital, after major health services were transferred to the newer Fiona Stanley Hospital at Murdoch (2014 / 2015), has diversified and grown into a specialist hospital providing:
    - aged care
    - mental health services
    - secondary rehabilitation
    - planned surgery
    - specialist medical services.
- Contraction of physical retail premises reflective of national and international trends towards online shopping.
- Reduction in transport, warehousing, and manufacturing as Fremantle continues to lose

these jobs to industrial hubs developing in the outer metropolitan area.

Figure 2525252~~21~~: City of Fremantle change in employment 2016 / 17 - 2021 / 22 (source: ID informed choices)



Due to the historic inherently mixed land use within Fremantle, many of the City's suburbs accommodate employment (see Figure 25~~1~~ below).

Specific Employment locations and industries are:

- O'Connor Industrial Area
- North Fremantle - primarily associated with the port
- Hilton and the South Street corridor – local and neighbourhood retail and services
- Fremantle City Centre – Regional retail, services and entertainment, Notre Dame University and TAFE, maritime services centred around the boat harbours.
- Adjacent to the City Centre - Health services including Fremantle Hospital
- South Fremantle - the South Terrace Mixed Use corridor, and South Fremantle mixed use industrial area.

Figure 2626262~~2~~: City of Fremantle employment locations and number of workers (source: ID informed choices)

Fremantle Port is one of the state's most significant transport and logistics hubs. The inner harbour plays a critical function in facilitating trade in the state, handling most of the State's container trade. The Outer Harbour is one of Australia's largest bulk cargo ports. Additionally, the Port supports both land-based and maritime logistic industries that service the port. In the 2022-23 year the Fremantle ports' highlights across five key operational areas of safety, sustainability, efficiency & reliability, capacity and engagement were:

- Record container trade of 809,709 TEU (twenty-foot equivalent units)
- $100 million reinvested in our assets
- $67 million in operating profit
- Highest percentage of containers on rail for any Australian port at 20.1%
- 31.3 million tonnes of cargo handled
- 67,000 visitors to Fremantle on 33 cruise vessels

The Port is a large employment focus for Fremantle. Its operation is estimated to contribute up to 7,400 jobs (at least 373 directly employed, and over 6,000+ indirect jobs). The City is cognisant of the economic and employment (as well as social and physical) impacts of the proposed relocation of most port functions to Kwinana, whilst also recognising the opportunities the redevelopment of port lands presents.

If relocation proceeds, Council supports the development of a clear strategy to holistically address the impacts of this and guide the evolution of Fremantle into the next era.

The creative (including film) industries, maritime-based research commerce and industry (blue economy), sustainability and other knowledge-based industries all represent emerging strategic employment opportunity sectors as Fremantle's complementary role to more conventional industrial and business districts evolves. These industries are already established in the City and will likely see growth into the future, capitalising on its natural attributes, social characteristics and the attractions it offers. Maintenance of suitable zoning, access to infrastructure, and support for colocation and consolidation are important in optimising the potential for these uses.

All sectors benefit (and have potential to further leverage) from the high levels of amenity and connections to the employment catchments to the south and east, and excellent connections to Perth CBD.

The prospect of improved public transport and freight connections to the south and east remain key to improving the movement of goods and people through the south-west region, and interconnecting activity nodes and education centres, and supporting Fremantle's continued role as an (accessible) strategic metropolitan centre and employment centre, servicing a regional catchment. It is also important in providing access to jobs for the population, access to employees for business, and supporting the growth of complementary uses through the region. It therefore represents a strategic priority of Council.

Further detail on Fremantle's current employment profile is available in Attachment 5 and 6 (ID Employment report 2019/20)

~~1~~4.3.3 Industry

Industrial development is accommodated within:

- North Fremantle Industrial Area (around the port). Note this land is the subject of a current Metropolitan Region Scheme amendment proposal to rezone this land to Urban Deferred (MRS Amendment 1400/41).
- Industrial uses around the harbours
- O'Connor Industrial Area

Various mixed uses areas (including the Strang Street area and Knutsford Precinct) which accommodate historic and light industry as well as newer mixed-use development.

The City Of Fremantle Council's position on MRS amendment 1400/41 is that the following require further consideration prior to any of the site being rezoned from industrial:

- Coastal Recreational needs
- Coastal erosion
- Transport
- Future Port Planning
- Port Buffer Zone

O'Connor is a major driver of economic input providing sites for businesses in Fremantle's contributors to economic input – manufacturing and transport, postal and warehousing. Its continued operation and protection from encroachment and land use conflicts is consequently economically important. Some rationalisation of the boundaries in conjunction with future planning for the South Street rapid transit corridor could be contemplated.

Buffer areas around both O'Connor and the port are defined by Special Control Areas within the scheme (Refer to Figure 2~~2~~6 and Figure 3~~5~~6).

Policies associated with these buffers have been established to minimise risk and land use conflict with surrounding sensitive (particularly residential) areas. Any review would be in accordance with SPP 4.1 Industrial Interface.

Opportunities for further expansion of maritime based industry, research and commerce (blue economy) have been identified as a potential growth area for Fremantle, complementing the heavier industry conducted along the Western Trade Coast. Exploration of the 'blue economy' is being pursued in conjunction with the Department of Jobs, Tourism, Science and Industry, with retention of zoning, infrastructure and land for these uses around the water necessary to realise this opportunity. Strengthening of the transport connections between Fremantle, Cockburn, Kwinana and the Murdoch Activity Centre is desirable to support this.

Figure 2727272: City of Fremantle O'Connor Industrial buffers (source: LPS4)

1.3.4 Tourism

Fremantle is Perth's second most visited tourism destination, and a significant contributor (as well as beneficiary) from this industry.

Fremantle's 1.16 million day trippers annually (2018/19) have traditionally included a combination of international, interstate and intrastate visitors with 1.71 million international and domestic visitor nights. Combined with local visitation, attendance of Fremantle's most popular destination, the Fremantle Markets, exceeded 2 million in 2019. The impacts of COVID-19 have affected visitation with foot traffic in central Fremantle sitting at 80% of its historic average in 2021. Pre- COVID, visitation was split roughly three ways between international overnight visitors, domestic overnight visitors and day trippers.

In 2021/22, the total tourism sales in the City of Fremantle was $782.9m, the total value added was $460.7 million. Comparatively, in 2016/17 the total tourism sales in the City of Fremantle was $1,152.3, the total value added was 737.4, showing the City has some way to go to recover from the COVID-19 disruption to this sector.

Cruise ships or 'cruising' had fast been become one of the most popular and growing sectors of the tourism industry worldwide: 130 cruise ships visited Western Australia in 2018-19 (most stopping at Fremantle), up 13% on the previous year. These stops generated an economic impact of $228.9 million for Western Australia's economy, supporting approximately 848 jobs. In 2022/23 year, as the industry recovers from COVID 19, 33 cruise vessels visited Fremantle, bringing 67,000 visits. Retention of the cruise terminal in Fremantle is expected, irrespective of the decision on location of other port uses. Continued enhancement of both this landing point, and other attractions and infrastructure to support growth in this sector is anticipated. Continued support for accommodation (already well provided for in the planning scheme and through a complementary local law), promotional activities and improvements to the connections between the City and waterfront are also expected.

Moving forward, maintenance of Fremantle's authentic character, heritage, waterfronts and creative city centre identity is important to its continued attractiveness to visitors.

~~1~~4.3.5 Knowledge based industry

The significant education and training institutions within Fremantle make a strong contribution to the Fremantle economy. These institutions include the University of Notre Dame (7,618 students; 439 FTEs in 2020), supporting the revitalisation of the West End, and Challenger TAFE on Victoria Quay (737 students in 2021). The University of Notre is reported to contribute $75 million to City of Fremantle wages and salary and $92.6m to combined gross product.

In 2021/22 the education and training sector in Fremantle employed 2,726 people and generated an output / total sales of $398.7 million.

Fremantle is also located close to other higher education facilities including~~,~~ Murdoch University (less than 3.5km from the eastern border of the City)~~, and~~ Curtin University (15km from eastern border~~)~~ and the University of Western Australia (10km from Northern border).

Maintenance and indeed strengthening of the strategic connections between these knowledge centres is desirable both for their own operation~~,~~ and to enhance Perth's attractiveness as a research and education destination.

Figure 2828~~23~~: Educational Facilities

The Department of Communities relocated to the City of Fremantle in March 2020, joining other Commonwealth and State Government departments and agencies in Fremantle including:

- Defence Housing Australia
- Australian Quarantine and Inspection Service
- Australian Maritime Safety Authority
- ~~Department of Transport~~Department of Transport and Major Infrastructure
- Department of Fisheries
- Police – Southwest Regional headquarters

The success of the existing government departments and agencies operating in Fremantle (currently the largest hub of state agencies outside the Perth CBD) is due, in part, to a qualified workforce close at hand, together with staff enjoying a high level of satisfaction ~~from~~ at being located in an activity centre with broad appeal and quality public transport accessibility. An opportunity exists to attract more government and quasi-government organisations to the area.

~~1~~4.3.6 Healthcare

Healthcare and social assistance is one of Fremantle's largest industry for employment with 3,496 jobs and $573m output (Remplan). The centre of the healthcare industry in Fremantle is the Fremantle Hospital. Up until 2014, Fremantle Hospital was one of the largest hospitals in Western Australia, with 450 beds, 3,100 employees and an operating budget of $400 million. However, following the opening of the Fiona Stanley Hospital in a neighbouring municipality, the hospital was reduced. Fremantle Hospital has diversified and grown into a specialist hospital providing: aged care, sexual and mental health services, planned surgery, secondary rehabilitation, and specialist services. The remaining infrastructure holds potential for additional specialised expansion.

Outside of the hospital, an ageing population in Fremantle has driven demand for ancillary services to exist in areas such as physiotherapy, dental, occupational therapy, ophthalmology and dermatology as well as natural medicine. Maintenance of sufficient centrally located commercially zoned land well connected to its catchment by public transport will support growth in this sector.

~~1~~4.3.7 Economy and Employment Response

Fremantle is a regional economy; an employment hub with large attractors and employers that pull workers from neighbouring districts

i.e. Fremantle Port, O'Connor Industrial area, Fremantle Hospital, government offices and knowledge based (Notre Dame University and TAFE), creative, tourism and ocean gateway industries. The Centre's primacy as a commercial and service destination has been challenged by the growth in other centres, a depressed regional office market and global declines in bricks and mortar retailing. In recent years the City's focus has been on increasing the day and night- time population in the centre to combat these effects. With the relatively new office and retail/entertainment development of Walyalup Koort, the core of the centre is seeing a resurgence in the retail and entertainment economies. Other new developments have been completed, or are currently making their way through the development pipeline that will further add residential living and retail and office and retail space to the city, further enhancing the day and night time economies.

Fremantle is also a regional, national and international tourist destination with high amenity and an admirable location comparatively to other centres. Tourism has been impacted by COVID-19, however is expected to meet pre-COVID visitation numbers.

Accordingly, the local planning strategy facilitates trade, investment, innovation, employment and community betterment by providing suitably zoned and serviced land for commercial activities and services. This includes facilitating opportunities for local employment, tourism,

healthcare and knowledge-based industry as well as avoiding land use conflicts by separating incompatible uses through zoning and the provisions of buffers (i.e. Fremantle Port and O'Connor buffers).

Planning Response:

In summary the City's response to economy and employment theme aspects include:

1. Activity Centres (retail, commercial and entertainment)

Enhance Fremantle City Centre's role as a Strategic Metropolitan Centre and Perth's second city with a resilient 7 day a week economy in a competitive environment with changing retail trends, a limited catchment, growth in surrounding centres and high urban mobility. Maintain opportunity for new investment, business and residential populations in high quality new development in suitable locations.

Actions:

- Maintain land use flexibility in City Centre and protection of heritage elements and character
- Review of zoning/development standards around the Paddy Troy Mall *[Potential Scheme Amendment]*
- Review potential for noise conflicts and management strategies for entertainment noise, including the option of an entertainment noise precinct *[Potential Scheme Amendment]*
- Continue to advocate for place-making design interventions, including those identified to better connect the City Centre with its waterfront.
- Review retail modelling and update centre strategy to reflect population growth and changing retail environment.
- Maintain land use flexible within centres, with ground floor of the core dedicated to commercial uses but opportunity for density residential on upper floors, to the periphery and off the main streets.
- Avoid out of centre commercial development.
- Review role and function of Mixed Use areas, including the requirement for commercial ground floor space in peripheral areas
- Develop Parking Plan and review parking requirements. *[Potential Scheme Amendment]*
- Develop Precinct Plans for Fremantle City Centre, North Fremantle Town Centre and South Fremantle Centre (where owners supportive).
- Review feasibility impediments to higher density residential development including Building Code restrictions to adaptive reuse.
- Continue to support Design Review input into significant developments. *[Potential Scheme Amendment].*

2. Port

Determine the impacts of the planned relocation of the port and the opportunities as well as costs this presents for the long term future of Fremantle.

Actions:

- Continue to advocate for retention of key port functions and recognition of the economic significance of the port to Fremantle.

- Future of Fremantle: Participate in investigation of alternative strategies for Fremantle's future in the event of relocation of the port, which consider the social, environmental and economic impacts of these.
- Participate in review of the Fremantle Harbours as a key part of the City Centre.

3. Employment

Promote economic diversity incorporating traditional city centre functions, maritime uses and industry, tourism, food and beverage, as well as the knowledge-based southern trade coast service centre with a tourism focus and an incubator for creative industries and the blue economy.

Actions:

- Maintain zoning capacity for commercial, tourism, retail and industry uses in appropriate located centres.
- Continue to protect the special heritage attributes of the City.
- Review noise management within the City Centre and other creative industry nodes with a view to determining a clear standard and statutory mechanisms (potentially involving further updates to the Noise Regulations) to manage conflict with residential uses in these areas. *[Potential Scheme Amendment]*
- Continue to advocate for improved public transport connections to and between employment centres

4. *Industry*

Maintain appropriately serviced land for industrial uses and strengthen connections with South-Western Trade Coast.

Actions:

- Maintain appropriately zoned and serviced land for industrial uses and avoid introduction of retail and showrooms
- Maintain industrial area buffers. Review and update as appropriate. *[Potential Scheme Amendment]*

5. Tourism

Build on the existing reputation of the City as a destination by further enhancing its unique attractions to local, regional, national and international visitors.

Actions:

- Maintain land use flexibility and enhance character and operation of City Centre through zoning, development standards and activity centre plan.
- Continue to advocate for place-making design interventions, including those identified to better connect the City Centre with its waterfront.

~~1~~4.4 Environment

This strategy seeks to ensure that the state's natural assets are conserved through sustainable development.

~~1~~4.4.1 Climate Emergency

In May 2019, Fremantle Council declared that the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's built-heritage, vegetation, infrastructure and lifestyle. The City's Climate Change Adaption Plan outlines its response to managing these impacts. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

The City has signed WALGAs Local Government Climate Change Declaration. The Declaration stands as a voluntary opportunity for Councils to demonstrate their political commitment to locally appropriate climate change management, and to participate in a sector wide leadership approach.

~~1~~4.4.2 Natural Areas

The City recognises that natural areas play a vital role in green infrastructure, and that protection and management of bushland is needed to achieve wider biodiversity and sustainability outcomes.

The established nature of Fremantle means that there are limited opportunities for major additional greenspaces and natural areas. Accordingly, the majority of remaining 40ha of natural areas (21% of the City's Public Open Space) within the City are protected within open space reserves and maintained accordingly. These include:

- Cantonment Hill (Bush Forever)
- Sir Frederick Samson Park (Bush Forever)
- Coastal and Swan River foreshore (Regional Reserves)
- Clontarf Hill
- Booyembara Park (remediated Local Reserve)

Figure 2929293~~2~~4: City of Fremantle green links (source: Greening Fremantle: Strategy 2020)

Whilst the majority of Clontarf Hill is a Local Reserve, a portion is zoned for future development. Review and rationalisation of the boundaries of the reserve is recommended to ensure that areas of environmental value

and the portion of A~~a~~boriginal heritage significance are protected.

Some Development Areas (including the Lefroy Road Quarry area, the Swanbourne Street area and the Hollis Park area) have been subject to revegetation, both natural and contrived. Recognition of the primary planned purpose of these areas through the maintenance of the Development zone is recommended,

Ongoing management of natural areas (including management of the bushfire risk they can pose) will continue to occur as a matter of course. The City will continue to implement and promote Landscape Masterplans and any other park and foreshore plans as needed.

The City has an established register for significant trees and vegetation on private land. Trees listed on the City's significant tree register are recognised for their contribution to the local environment and are protected under the City's Local Planning Scheme. Maintenance of the register, including request for trees to be put onto the register, will be ongoing.

Additional to these matters in the local planning strategy the City is working on a POS strategy and also has the Greening Fremantle: Strategy 2020 and associated Urban Forest plan. The purpose of these documents are to achieve additional greening of the city. These documents form part of the City's strategic document suite to which the Local Planning Strategy partners to achieve the City's goals and objectives.

~~1~~4.4.3 Water Resources

The City's water supply comes from the Integrated Water Supply Scheme. The supply enjoys good separation to the groundwater table in most areas, however some of the low lying and reclaimed areas in central Fremantle experience a high-water table and some challenges in managing salinity and periodic flooding.

Drainage is currently managed via a combination of conventional pit and pipe infrastructure with introduction of more contemporary integrated urban water management design solutions in new developments. A review of drainage infrastructure is planned in the near future. Whilst not identified as a specific concern, opportunities to improve the quality of outflow will form part of the review.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures, with the City's strategy outlined in its Water Efficiency and Conservation Plan. Continued promotion and implementation of best practice urban water management in new developments and infrastructure upgrades will be ongoing to overall reduce water use and improve water cycle management.

Integrated water management is applied in planning and development decision-making. Managing run off and water quality along the river (and ocean) foreshores, and planning to accommodate modelled flood risk remain ongoing considerations.

~~1~~4.4.4 Coastal Protection

The City, in partnership with adjoining local authorities and the state government, prepared Coastal Hazard Risk Management and Adaptation Plans (CHRMAPs) for both

the southern beaches (harbour mouth to South Beach and beyond) and Port and Leighton beaches, refer to Figure 2~~95~~ and Figure ~~26~~30. These plans identified increasing erosion and inundation risk mostly associated with the impacts of modelled sea level rise.

Figure 3030302~~5~~: City of Fremantle CHRMAP North

Figure 3131312~~6~~: City of Fremantle CHRMAP South

The area of most immediate and significant risk is Port Beach. The Future of Fremantle Place and Economic Vision advocates for a sustainable long-term 'protect' solution that maintains the usability of the beach and reflects its important role. Council will work with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for this area. Interim sand replenishment works are being undertaken to provide sufficient time to accommodate the re-planning in this area.

Port and Leighton beaches are heavily used and although Leighton is identified as a District-level coastal node in the hierarchy of coastal nodes contained in the WAPC State Coastal Planning Policy Guidelines (November 2020) which supplement SPP 2.6, it arguably serves more of a regional catchment function. There is a demonstrated need for improved facilities at Port Beach to take the pressure off Leighton Beach and accommodate overall growth in demand for beach use as the population increases. With coastal hazard impacts already evident in this area any reserve planning may well need to provide for additional land for dune systems to establish further back, and land behind those dunes for new recreational facilities safe from erosion and/or inundation over the 100-year planning horizon ~~(refer to Figure 26)~~, i.e. public car parks, cafés, change rooms/toilets, BBQs/shade structures and the like. Due to these factors there may be a need in this area for foreshore reserve depth over and above what a 'normal' SPP2.6 assessment might indicate. This work, however, has not currently been completed and will inform the appropriate response.

Other areas modelled to be at longer-term risk of coastal process impacts include:

- Leighton Beach (to the roadway)
- Fremantle's West End
- Fremantle boat harbours
- South Beach.

Whilst protection works are recommended through the port and harbour area, introduction of a Special Control Area to identify the risk for new development may be appropriate. This may prompt application of increased floor levels for new development which could challenge heritage attributes and access requirements from existing infrastructure, requiring a considered response. Other flood mitigation for low-lying areas may also be required.

Further engagement with the state government regarding the advancement of planning for protection works is recommended.

Because of the longer timeframe for most of this risk, the need for an agreed approach with state agencies (notably ~~Department of Transport~~Department of Transport and Major Infrastructure and Fremantle Ports) and the complexity and sensitivity of the issue, coastal planning provision is recommended to be addressed through a discrete project in order that it can be properly coordinated and communicated.

~~1~~4.4.5 Basic Raw Materials

Whilst historically many parts of the City were quarried for limestone, the City no longer contains areas of basic raw materials planned for extraction. The high cost of fill is, however, impacting the feasibility of development of sites such as the Lefroy Road Quarry, emphasising the ongoing importance of this issue more broadly.

Opportunities may exist for local renewable energy harvesting within the City. The Hollis Park Development Area (former landfill site), for example, previously had planning approval for a solar farm. This use was considered an appropriate, and productive, interim use given the site's contamination issues and remediation required prior to redevelopment and/or alternative uses on the site.

~~1~~4.4.6 Contamination

A number of sites within the City have previously been used for potentially contaminating purposes such as former fuel storage, quarry and landfill. Detailed assessment and management and/or remediation that is consistent with legislation will be a prerequisite of redevelopment of these sites.

Specifically, contamination has been assessed to represent a long-term constraint to development within the Hollis Park Development Area (former landfill). Contamination on other sites such as Lefroy Road Quarry and the Knutsford and Swanbourne Street development areas represent a feasibility constraint/factor but not an insuperable one.

The city will continue to apply state legislation & liaise with referral agencies on potentially contaminated sites to ensure contaminated areas are managed in a safe manner.

Further, officers will be looking into options for potentially suitable alternative uses for the contaminated South Fremantle landfill site.

Figure 3232327: Contaminated sites in the City of Fremantle

14.4.7 Bushfire Planning

In many parts of Western Australia, bushfire threat is increasing due to hotter, drier weather conditions associated with long-term climatic changes and development expansion where urban, rural and natural areas interface. Even within the metropolitan area there is a risk of bushfire, due to the proximity of development to vegetation remnants and bush reserves.

The City contains several areas that have been designated as 'bushfire prone' by the Fire and Emergency Services Commissioner. These are:

- North Fremantle river foreshore
- Booyeembara Park and Fremantle Public Golf Course, White Gum Valley
- Sir Frederick Samson Memorial Park, Samson
- A small portion of Stock Road, Hilton
- Clontarf Hill, Beaconsfield
- The former Hollis Park landfill site, South Fremantle.

Figure 3333332~~8~~: City of Fremantle Bushfire Prone Area (source: State of WA SLIP)

In 2019, the City engaged accredited Bushfire Planning and Design Practitioner Strategen Environmental Consultants to prepare a Bushfire Hazard Level Assessment for the local government area, to better inform the management of hazards at a strategic level.

The assessment identified only Clontarf Hill as presenting a conflict between zoning (which accommodates duplex development) and bushfire risk. Fortunately, the conflict is largely manageable. It does, however, present a potential constraint to subdivision for a couple of private properties.

No changes to the scheme are consequently recommended as a result of this consideration.

Instead, the City implements SPP 3.7 and the associated regulations when assessing new proposals and continues to manage bushfire prone reserves in accordance with approved management plans and practices.

~~1~~4.4.8 Environment Response

Fremantle has prioritised environmental responsibility for many years, demonstrating considerable leadership in the arena of climate change by declaring the world is in a state of climate and biodiversity emergency that requires urgent action by all levels of government. Increased temperatures, decreased rainfall, more severe weather events and higher sea levels will have implications for Fremantle's built-heritage, vegetation, infrastructure and lifestyle. More broadly, planning for a more sustainable urban environment has the potential to contribute to reducing carbon emissions, and is consequently a key direction of this strategy.

With the drying climate, an increasing focus for planning is water efficiency and reduction measures, and ongoing management of natural areas (including management of the bushfire risk they can pose).

Management of these matters will continue to occur as a matter of course.

Continued promotion and implementation of best practice in natural area and urban water management in established and new developments, as well as infrastructure upgrades will be ongoing to overall reduce water use and improve water cycle and urban forest management outcomes.

The need for articulated coastal planning and the impacts of sea level rise is starting to become apparent. The Future of Fremantle Place and Economic Vision calls for a sustainable long-term 'protect' solution to coastal erosion at Port Beach that retains the usability of the beach and supports its role and function as a regionally important destination. Fremantle Council is working with the WAPC, Fremantle Ports, Main Roads WA and affected landowners on planning options for the Port Beach area. Accommodation for district level beach infrastructure at Leighton-Port beach will be necessary in this process to ensure the on-going retention of this key amenity. A Special Control Area to identify the risk for new development may be appropriate.

Overall, the local planning strategy seeks to conserve natural assets through continued sustainable development, protecting and conserving natural resources and areas of value, whilst accommodating consolidation in areas where low carbon living can best be realised.

Planning Response

In summary the City's response to environmental theme aspects include:

1. Climate emergency

Continue to acknowledge the climate emergency and promote sustainable low or no-carbon urban form. Advance responses through both adaptation to the climate emergency impacts, and mitigation of the change.

Actions:

- Promote a walkable and transport-oriented urban structure.
- Maintain energy efficiency criteria for density bonuses.
- Continue to support initiatives which reduce carbon footprint of urban development.

2. Natural Areas & Vegetation

Continue the pursuit of a Green Fremantle and increased urban canopy on both public and private land, whilst still accommodating new development.

Actions:

- Maintain open space reservations and appropriate management of regional and local reserves including Bush Forever and significant natural areas sites.
- Review the reserve boundaries for Clontarf Hill Reserve.
- Maintain the Significant Tree and Vegetation Areas register and encourage appropriate landscaping and retention of trees in private land
- Advocate for inclusion of tree planting requirements in R-Codes
- Review landscaping requirements for private development to promote increased canopy

3. Water Resources

Protect water resources and promote best practice management.

Actions:

- Promote application of integrated urban water management solutions in new development and infrastructure upgrades

- Consider need for Special Control Areas within the planning scheme to identify areas impacting and potentially impacted by proximity to the Swan River, and define any necessary mitigation responses *[Potential Scheme Amendment]*

4. Coastal Protection

Coastal management which protects environmental qualities and character, accommodates growing recreational demands and addresses coastal processes and projected sea level rise.

Actions:

- Continue to work with state agencies on management of coastal process risk, including the potential to accommodate appropriate options in planning activities occurring around Port Beach (Region Scheme Amendment & Structure Plan input).
- Consider need for Special Control Areas within the planning.
- scheme to identify areas at long term risk of coastal impacts, and define any necessary mitigation responses *[Potential Scheme Amendment]*.
- Promote implementation of Port, Leighton and Mosman Park Beaches Coastal Adaptation Plan and any other foreshore plans as needed.

5. Contamination

Maintain responsible management of contaminated sites pending their remediation.

Actions:

- Continue to apply state legislation & liaise with referral agencies on potentially contaminated sites.
- Recognize long term constraint to development posed by contamination of Hollis Park & consider appropriate interim uses which don't restrict long term redevelopment potential.

6. Bushfire Prone Areas

Application of the SPP and management of bushfire prone areas in the City

Actions:

- Avoid further land-use intensification in bushfire prone areas unless adequately managed.
- Continue to apply SPP and manage bushfire prone areas under the City's control.

~~14~~.5 Infrastructure

As an established metropolitan municipality, Fremantle is well serviced by basic infrastructure including roads, marine infrastructure, telecommunications, power and water. As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy. Infrastructure upgrades are most effective when designed and managed with a holistic view of the environment and community they service.

~~14~~.5.1 Transport network (people and Freight movement)

Fremantle is served by an established regional and freight road and rail transport system. These provide vital connections between Fremantle and other activity centres,

and to its broader catchment. The historic road network and urban structure, however, does create some challenges in meeting growing demand and contemporary (car- and flow-centric) standards, and requires a considered response. A benefit of the established layout is a highly walkable and easily cycled design, which is a focus of the City's Fremantle's Integrated Transport Strategy. This strategy promotes a balanced and holistic approach to the management of the transport modes and networks with walking and cycling prioritised over other modes (refer to Figure ~~29~~33).

Figure ~~34343429~~: Regional Centres and transport links between them (source: City of Fremantle Integrated Transport Strategy)

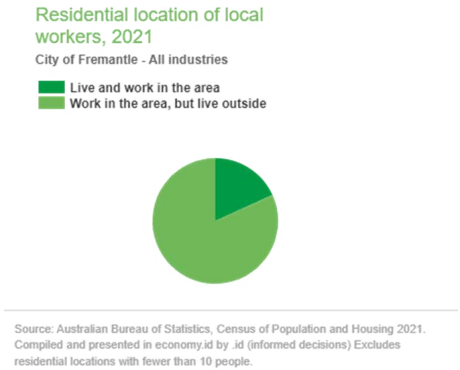
Some of the evolving transport needs that are increasingly becoming important to address as technologies emerge, and the population increases and ages, are:

- promoting sustainable short trip transport modes including cycling and walking
- providing for newer technology such as electric powered bikes and scooters
- adapting to an ageing population by catering for PMD's (Personal Mobility Devices) as well as

updating older infrastructure to allow equitable access in line with the DDA
- providing intuitive wayfinding in design for non-personal vehicle traffic that is attractive to the end user (safety, priority and ease of access)
- retrofitting the existing road infrastructure within a heavily built up and confined area to cater for improved sustainable transport options such as public transport priority, cycling, walking and PMD's.

Of the 27,473 local workers in the City of Fremantle, 5,007 or 18.2% also live in the area.

Figure 353535~~30~~: Residential location of local workers



Journey to Work (workers) data shows where the City of Fremantle's local workers come from and how far they are travelling to access employment in the area.

The top four locations comprising of 56.6% of workers into the City come from the local government areas of Cockburn (19.4%), Fremantle (18.2%), Melville (14%) and Rockingham (5%). Accordingly, the majority of workers (59.6%) travel to work by car (as driver or passenger) and 9.6% by public transport. Walking accounts for 4%.

~~1~~4.5.1.1 Public Transport

The Fremantle train station, in the heart of the City, provides public transport access by train to Perth via North Fremantle and the western suburbs such as Cottesloe, Claremont and Subiaco. Other metropolitan destinations can be accessed from Perth (Refer to Figure ~~29~~35).

On the Fremantle line there are 1094 services and 7.47 (2018-19) and 6.173m (2019-20) million boardings per year. Total boardings on Transperth buses in the Fremantle area 8.607 (2018-19) 7.260 (2019- 20) million boardings per year (PTA data).

Analysis by Planning and Transport Research Centre on behalf of the RAC in 2019, showed the Fremantle area (ABS Statistical Area, Level 2 (SA2)) as one of the most common origins and destinations to start and complete AM and PM Peak Public Transport journeys in Perth and Peel (Fremantle ranks fifth). These five highest ranking peak hour public transport use areas mostly comprise of areas with high-capacity and high-frequency services such as '900 Series' buses and railway services. They also

contain universities, employment hubs and/or entertainment hubs, Fremantle containing all of these. These journeys may represent journeys to and from these areas, meaning Public Transport users are looking to transit either between these places or from home to these areas as a destination.

After train stations like Perth and Elizabeth Quay, Fremantle train station varies between the fourth and fifth most patronised train station in visitor visiting times i.e. across the late morning and lunchtime hours and then night dinnertime time hours and the last train home times.

Figure 3636363~~1~~: Fremantle rail line and ped sheds around train stations

The bus exchange adjoining the train station provides public transport to the north, east and south of Fremantle. Fremantle and its suburbs are also an important stop on the popular, two-way high frequency circle bus route that circles the inner metropolitan area.

Figure 3737373~~2~~: Public ~~trnasport~~transport links (source: City of Fremantle Integrated Transport Strategy)

Opportunities for further urban densification around the railway stations and in established nodes along the high frequency transport corridors is discussed under 4.2 Community, Urban growth and Settlement above, and are provided for in the planning scheme. Further planning

around the upgrade of second tier public transport could identify further rapid transport opportunities:

- Along South Street, connecting Fremantle to Murdoch Activity Centre, and the Perth-Mandurah train line; and,
- Along a new north-south route connecting Fremantle to Cockburn Coast, Cockburn Central and to the south-west catchment as indicated on the Perth and Peel @ 3.5 Million Transport Plan.

These two corridors are recognised as priorities for a second-tier transit system by the group of local governments comprising the South West Group (consisting of the Cities of Fremantle, Cockburn, Melville, Kwinana and Rockingham and the Town of East Fremantle).

The two corridors were added to the Infrastructure Australia Priority List in 2021 (South Street) and 2022 (Fremantle to Cockburn). Inclusion on the Priority List means the proposals have been independently assessed by Infrastructure Australia and are considered projects of national significance.

Definition and delivery of these improvements remains subject to the establishment of a business case and funding. Nonetheless, the opportunity has been recorded on the Local Planning Strategy map for future planning.

~~14~~.5.1.2 Road Access

Canning and Leach Highway, South Street and Hampton Road are the main feeder roads for vehicular traffic into Fremantle from the east and south. These roads bring traffic from the Kwinana Freeway north/south feeder, and Stirling Highway brings vehicular traffic in from the north.

Cockburn Road and Rockingham Road also feed into Hampton Road from the south. Stock Road, Leach Highway and High Street form an important freight link in and out of Fremantle Ports inner harbour. These routes are also used by Fremantle residents to access the wider metropolitan area.

MainRoads WA is currently undertaking the Swan River Crossings Project. The project will:

- replace the existing Fremantle Traffic Bridge
- construct a new dedicated passenger rail bridge increasing passenger and freight rail capacity
- provide modern and safe standard pedestrian and cycling infrastructure
- increase marine safety and navigational clearances for river users
- deliver the next stage of the Fremantle Principal Shared Path (PSP), which will connect North Fremantle Train Station to the Swan River.

The City welcomes the opportunity to provide comment on the major state government project and acknowledges there are outstanding issues to be further clarified including traffic, pedestrian crossings, public transport, cross-sections / contour maps and access road to naval store. The City seeks a commitment to the following issues f importance to the Fremantle community: Cycling connectivity, Architecture, future assets and landownership, replacement of the 'hairpin' turn.

With growing population and continued high car dependency (mostly single occupant), several roads in Fremantle (including Stirling Highway and Hampton Road) are subject to pressure and conflict between demands.

Fremantle's Integrated Transport Strategy recognises that continued unconstrained growth is both unsustainable and undesirable, and advocates for increased priority to be placed on pedestrian, cycling and public transport infrastructure to support a mode shift away from car dependence. Maintenance of a functional road network with sufficient capacity along regional district routes to maintain through movement remains an important objective however increased road capacity should not be regarded as the primary objective. Road capacity upgrades have been secured through road widening along Stirling Highway, South Street and along the Curtin Avenue Road alignment.

As per development control policy 5.1 – regional roads (vehicular access), vehicular access for infill and higher density housing is preferred to be obtained by local roads, where available, or rationalised with existing access arrangements, where possible. Areas undergoing redevelopment are to reduce potential points of conflict as a result of frequent intersections and avoid vehicles reversing on to major roads.

In regards to noise sensitive land uses near a transport corridor the City will continue to be guided by State Planning Policy 5.4 – Road and Rail Noise. SPP5.4 Provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. The City will:

- Continue to apply SPP5.4 in considering strategic and statutory planning proposals within or adjoining strategic transport routes.
- Undertake a study of noise impacts from strategic transport routes and consider zoning, development standards and/or the need for special control areas.

~~1~~4.5.1.3 Freight

A large proportion of Fremantle port freight and all local freight and service vehicles come by road. Road access into and out of Fremantle Port has recently been improved through the High Street upgrade.

Extension of Curtin Avenue to the north remains unprogrammed.

Figure ~~38383833~~: Road links (source: City of Fremantle Integrated Transport strategy)

The freight rail line from the port shares the bridge over the Swan River from North Fremantle into Fremantle with the passenger train (but is proposed to be separated from the passenger line as part of the Swan River Crossing project). It is also constrained in its operation by safety and noise issues as it runs south along Marine Terrace, before heading east to Kewdale from North Coogee.

Until the relocation of container shipping functions occurs, the protection of the regional connections (including the southern freight link) is required. In the event of relocation, the priority will shift, and further investigation into alternative opportunities will occur. In the event of retention of the port, further planning around the establishment of transport noise control areas would be appropriate.

~~1~~4.5.1.4 Pedestrian & Cycle

Improvements to the pedestrian and cycle network and amenity remain an ongoing priority for the City though are subject to budget availability. The planned extension of the Perth-Fremantle Principle Shared Path from North Fremantle across Tydeman Road into Fremantle city centre will represent a significant improvement, and facilitate more district and regional cycle movement, and use of cycling as a transport mode (as opposed to a recreational pursuit) between activity and employment centres. It is also likely to further improve Fremantle's popularity as a tourist and 'lifestyle' destination, and the more sustainable development of greater Perth.

Local upgrades and connections are facilitated through individual projects and redevelopment. North Fremantle station received new bike shelter extension and U-rail upgrades in 2019-20, increasing the number of secure bike spaces available.

~~1~~4.5.1.5 Marine

As befitting a port city, the city centre is also connected by water transport. Fremantle Port and the three harbours, Fishing boat, Challenger and Success, provide access to the Indian Ocean for commercial and leisure activity. The Rottnest ferry regularly commutes passengers to Rottnest from its Fremantle terminals at B shed and North Mole. Cruise ships, up until the COVID-19 pandemic, frequently brought national and international visitors to Fremantle. Space and infrastructure for these uses is secured through the regional reservations and state investment, with reviews currently occurring around Fremantle Port and the harbours.

Access to the water and waterfront uses continues to represent a key planning consideration. The City would like to explore opportunities for better connections between the City and its waterfront, and between nodes, especially pedestrian connections (see 4.5.6 tourism).

Figure 3939393~~4~~: Strategic bike network (source: City of Fremantle Bike Plan 2019 - 2024)

~~1~~4.5.2 Fremantle Port

Fremantle Port remains the primary ocean gateway into Western Australia. In 2019/2020 the independent taskforce Westport assessed the options for the future of Fremantle Port operations and found that even with billions of dollars' worth of road upgrades, the transport network supporting the Fremantle Inner Harbour would reach capacity by the mid-2030s.

In May 2020, state government endorsed Westport's recommended location and design for a future container port at Kwinana. Work is now proceeding to determine the timetable and details of transitioning freight from Fremantle Port to Kwinana including the preferred location. This is expected to be finalised around mid 2024 and will give more certainty to Kwinana as future container port.

In December 2021 state government established the Future of Fremantle committee to consider land use and economic development opportunities around North Quay and surrounding areas, and to continue developing a new vision for a Victoria Quay Waterfront Precinct. In 2025, the Future of Fremantle released its vision for the area. The City's strategy and scheme will be continually assessed as works is progressed on this process.

The City has identified three critical areas that require early planning and investment to build a strong foundation for Future Fremantle and an overall positive impact on the broader City of Fremantle:

- Economic revitalisation within the existing City Centre and its connections to waterfront;
- Investigating a clear integrated transport plan for North Fremantle as a District Centre confronting major changes;
- Investigating and advocating for an appropriate governance model / agency to advance the planning and redevelopment, including a central role for local government and integration of land use and transport planning.

A change in the Port's use represents a major planning exercise with significant social, environmental and economic impacts not only for the immediate area but for

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the whole City and broader region. The City intends to make provision for a sustainable, integrated outcome which supports the long-term evolution of the economy, consolidates Fremantle's role in the region as a primary regional centre and sits comfortably within its context and priorities.

Access into the port is secured through the regional road network, and rail corridor (discussed above). While the Port remains, the City is committed to maintaining adequate access to the port, whilst balancing these needs with other compatible objectives such as improved pedestrian crossing, way finding, and more amenable street environments (refer to Integrated Transport Strategy for further detail). In the future, if demand is reduced, further opportunities in the movement network this presents can be considered.

The port itself is reserved under the Metropolitan Region Scheme, with some surrounding sites zoned Industrial to support associated and compatible land-uses. The long-term need for these sites given the increased provision and use of industrial estates elsewhere in the south- west region is the subject of review.

Port activities are protected from incompatible land uses through inclusion of Special Control Areas within the scheme, and an associated planning policy developed in conjunction with the Port (LPP 2.3).

Summary of the three Fremantle Port inner harbour buffer referral areas as shown in the map in Figure 3~~5~~9 include:

Area 1

Council to:

- refer all applications for development to Fremantle Ports for comment prior to determination of the application.
- notify Fremantle Ports of amendments to the Scheme if they would in any way affect the development potential of land within Area 1.

Area 2

Council to:

- refer only applications for development to Fremantle Ports for comment if development considered a sensitive use, development would result in a concentration of people, or residential developments incorporating 5 units or more.
- notify Fremantle Ports of amendments to the Scheme if they could result in an increase in the development of sensitive uses within Area 2

Area 3

Council to:

- notify Fremantle Ports of amendments to the Scheme if they could result in an increase in the development of sensitive uses within Area 3.

Figure ~~40404035~~: Fremantle Port Special Control~~a~~ Area (source: LPS4 & LPP 2.3)

~~1~~4.5.3 Telecommunications

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As an established urban area, the City enjoys good access to telecommunications through an established cable and radiocommunications network. With the growth in data use, technological advances, and the City's aspirations for economic development, ongoing upgrade of the network is desirable. The City will, therefore, continue to advocate for telecommunication (including fibre) upgrades to support economic development. The development of telecommunications infrastructure is largely undertaken independently of the local planning framework under commonwealth legislation. Some infrastructure, however, continues to require local approval, particularly where it may impact upon visual amenity, or on heritage areas. Review of the City's Telecommunications local planning policy (D.B.M9) is recommended to ensure that it is consistent with State Planning Policy 5.2 and reflects contemporary standards and expectations.

~~1~~4.5.4 Servicing (Gas Pipeline, Water Corporation, Western Power)

As an established metropolitan local government, Fremantle is well serviced by an established energy, water and wastewater network. As infrastructure ages, service upgrades will become increasingly necessary. Delivery of upgrades in a manner which is sensitive to both the heritage character of areas, and the future operational needs of a growing population and economy, is required. The City advocates pursuing innovative and more sustainable service options (such as the shared battery trialled at Knutsford East Village, and opportunities for water harvesting and reuse) where feasible.

Perth and Peel at 3.5 million and the Central Sub-Regional Framework identify the following service upgrades for electricity supply in the City of Fremantle area:

- Upgrade 132kV Infrastructure Substation Edmund Street
- Upgrade 132kV Infrastructure Substation O'Connor
- Upgrade 132kV Infrastructure Line Route South Fremantle Terminal to Edmund Street
- Upgrade 132kV Infrastructure Line Route South Fremantle to O'Connor to Myaree to Australian Paper Mills to South Fremantle

Consideration should also be made for development abutting existing or future transmission infrastructure including substation/terminal site(s) as well as easements and safe clearance corridors as shown in Figure 40.

Figure 414141: Western Power transmission infrastructure (Source: PlanWA SLIP Database)

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Extension of / upgrade of wastewater infrastructure currently represents a constraint to development in the following locations:

- Strang Street Mixed Use area
- Brockman Place Mixed Use area
- Knutsford Street East Development Area.

The cost of water pressure upgrades is also cited as a feasibility challenge for mixed use development in particular.

Discussion with Water Corporation has confirmed that water servicing issues can all be addressed but do present a cost to development. Early discussion with Water Corporation is encouraged as it assists in long term network planning.

Access to the water and waterfront uses continues to represent a key planning consideration. The City would like to explore opportunities for better connections between the City and its waterfront, and between nodes, especially pedestrian connections.

The City would be open to considering opportunities for development contributions towards infrastructure renewal to accommodate increasing population taking into account impact on development feasibility and flow on implications for other objectives.

~~1~~4.5.5 Coastal

The southern beaches (harbour mouth to South Beach and beyond) and Port Coastal Hazard Risk Management Adaptation Plans (CHRMAPs) identified increasing erosion and inundation risk mostly associated with the impacts of modelled sea level rise (refer to above).

The CHRMAPs identify response options and pathways, with work currently occurring on interim protection works at Port Beach. As per the Future of Fremantle Place and Economic Vision, a sustainable long-term 'protect' solution to coastal erosion at Port Beach is to be achieved that maintains the usability of the beach and supports its role and function as a regionally important destination. Work will occur in conjunction with the state and key landowners to review re-planning opportunities north of Tydeman Road. Maintenance of road access and the district level beach facilities (as well as wide sandy beaches and foreshore reserve) are important priorities for the City in this process, noting that Port and Leighton beaches service a very deep catchment due to their connection to eastern suburbs available through Canning Highway and High Street / Leach Highway, and the absence of alternatives available through central Fremantle due to the port and Fremantle harbours.

In the longer term, significant infrastructure investment to mitigate sea level rise and coastal process impacts have been identified as potentially necessary through the harbour mouth and south through the three Fremantle Boat Harbours. Given state management of the port and harbour areas, primary responsibility is anticipated to be taken by it.

Any replanning of north quay associated with the relocation of the port will need to address this issue.

Monitoring and regular discussions regarding coastal management occur between the City and ~~Department of Transport~~Department of Transport and Major Infrastructure.

~~1~~4.5.6 Tourism

Fremantle remains the one of the most visited destinations in Perth, providing a significant international, interstate and local attraction. The majority of the underlying physical infrastructure that maintains and promotes this level of tourism is the City's historic layout, built heritage and waterside location.

In terms of accommodation infrastructure there are 526 properties in the City offering accommodation. This includes self-contained and hotel

/ motel offerings. The City supports the addition of hotels and has approvals in the development pipeline for over 450 rooms (i.e. Spicer's site, 45 Henderson, 67 South Terrace, 19 Essex Street and former Woolstores site).

Short-stay accommodation plays a significant role in supporting Fremantle's visitor economy. Accordingly, the City has taken a proactive approach since 2008 in managing certain forms of accommodation through the City of Fremantle Short Stay Accommodation Local Law.

Considering the continually evolving nature of this accommodation type, the City welcomes State Government work in this area including updated model local planning scheme land use definitions relating to different types of short-term rental accommodation, and updated planning guidance to greater assist local governments in appropriately regulating short-term rentals.

The City's planning focuses on maintaining these attributes as well as providing for sympathetic new development that is compatible with the area's primary functions, and enhances linkages between key tourist nodes.

In recent times the upgrades to the cruise ship terminal on Victoria Quay improved the gateway for tourists from this transport mode.

Further tourism infrastructure identified by the City for consideration and advocacy between agencies includes:

- Improvements to the crossing from the cruise ship terminal into central Fremantle.
- Improvements to the waterfront, and the connections between it and the City more generally.
- Additional heritage conservation, trails and interpretation.
- Upgrades to wayfinding.
- Upgrades to the railway station forecourt including the surrounding road and pedestrian network.
- Maintain flexible but managed provision for short stay accommodation throughout Fremantle

~~1~~4.5.7 Infrastructure Direction

As an established metropolitan municipality, the City's hard infrastructure (its roads, rail, port, power, water and wastewater systems, telecommunication, recreational and civic buildings) is well established, having been progressively installed and periodically upgraded over the past 200 years since Fremantle was first settled by Europeans. The infrastructure supports businesses, residents and visitors however is aging and, in many areas, in need of significant upgrade.

As this infrastructure ages, standards and technology develop, and the City evolves, upgrades to both physical infrastructure and policy is necessary to maintain efficacy.

A number of new projects are identified as desirable in response to changing needs and opportunities, including coastal infrastructure in response to seal level rise and the changing coastal environment, and improved public transport to connect the south and bicycle infrastructure.

Infrastructure upgrades are most effective when designed and managed with a holistic view of the environment and

community they service. The City assesses the state of current infrastructure and priority is given to improving and maintaining the network over new works.

As this theme promotes the delivery of infrastructure in a coordinated manner by both public and private agencies, the City has liaised with the following service provider or agency responsible for the relevant infrastructure at the local planning strategy stage to ensure the close integration of land use planning and servicing:

- The ~~Department of Transport~~Department of Transport and Major Infrastructure
- Fremantle Ports
- Water Corporation
- Main Roads WA
- Department of Education

Overall, the response to this theme is to maintain current connections, promote holistic design, continue to advocate for improved public transport connections, maintain port access and buffers, support increased servicing in development areas, as well as sustainable solutions, support sympathetic to the heritage telecommunications infrastructure and be open to different models to fund infrastructure needs.

Planning Response

In summary the City's response to infrastructure theme aspects include:

1. Transport

Accommodate growing regional movement demands without undermining the fine grain network and active transport opportunities Fremantle has long championed.

Reconcile both place and movement objectives in their planning and design to ensure the optimal use of land and provision of parking.

Actions:

- Maintain freight access to Port accommodating existing and projected (likely) reduced future demand and opportunities in the movement network this presents
- Review parking provision and management, and review scheme parking standards *[Potential Scheme Amendment].*
- Promote holistic design and decision making in considering road and transport upgrades to maintain both district, regional, and fine grain local connectivity, through application of movement place framework (or similar).
- Following confirmation of future freight / transport taskforce, review transport noise projections and potential benefit of introducing Transport Noise Special Control Areas into scheme to provide mitigation *[Potential Scheme Amendment]*.
- Continue to advocate for second tier public transport links to support district movement of workforce and population
- between employment and activity centres. Following confirmation of route, mode and funding, undertake further corridor planning to ensure that access and catchments are optimised *[Potential Scheme Amendment]*.
- Maintain an urban structure which supports walking and cycling as preferred modes of

transport, with high levels of permeability, accessible consolidated activity centres, passive surveillance, high quality streetscapes and public realm [Structure Plan input].

2. Port

Support continued operation of Fremantle Port pending firm decision and action to relocate.

Actions:

- Maintain buffers around Fremantle Port commensurate with operational needs and risks.
- Maintain freight access to Port.

3. Coastal Infrastructure

Support responsible management of the coastal environment as both an environmental and recreational resource, taking into account modelled coastal process impacts.

Actions:

- Continue to monitor shoreline and water level movement (in conjunction with ~~Department of Transport~~Department of Transport and Major Infrastructure and adjoining Local
- Authorities).
- Continue to liaise with state agencies regarding long term protection works through port and harbours.
- Establish Coastal Process Special Control Areas within the planning scheme *[Potential Scheme Amendment]*.
- Develop plans for coastal nodes. Including: Promotion of district level facilities in any redevelopment at Port Beach to complement those at Leighton and at risk of coastal processes (Region Scheme Amendment & Structure Plan input)
- Participate in development of Fremantle Boat Harbours Masterplan and subsequent review of LPP.

4. Servicing

Promote service extensions to development areas.

Actions:

- Liaise with Water Corporation regarding sewer extension to Strang Street South Fremantle & Knutsford
- Support innovative more sustainable service solutions such as shared battery schemes and water reuse where feasible and appropriate (Potential Structure Plan input)

5. Tourism

Protect and celebrate history and built heritage. Promote improvements to tourist destinations and access. Support compatible tourist activities in central Fremantle.

Actions:

- Advocate for improved connectivity into and between tourist destinations in and around Fremantle (including Victoria Quay, Arthur Head & Roundhouse, Bathers Beach, Fishing Boat Harbour, Fremantle Markets, Fremantle Prison) and connections to Cottesloe, Perth and Coogee Beach.

- Maintain flexible but managed provision for short stay accommodation throughout Fremantle.
- Support tourist uses compatible with the area's primary functions in reviews of Victoria Quay and Fremantle Boat Harbours.

6. Telecommunications

Maintain efficient telecommunications network and provision for growing demands.

Actions:

- Review and update Local Planning Policy DBM7 – Telecommunications.
- Continue to advocate for telecommunication (including fibre) upgrades to support economic development.

7. Funding

Equitable and effective provision for funding of infrastructure upgrades within a highly constrained environment from a limited rates base and with legal and practical restrictions on development contributions.

Action:

- Reconsider opportunities for development contributions towards infrastructure renewal to accommodate increasing population and need taking into account impact on development feasibility and flow on implications for other objectives

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

March 2023

Metropolitan Region Scheme Amendment 1400/41 (Major Amendment)

North Fremantle Urban Precinct

Amendment Report

City of Fremantle

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Metropolitan Region Scheme Amendment 1400/41

(major amendment)

North Fremantle Urban Precinct

Amendment Report

City of Fremantle

March 2023

The Western Australian Planning Commission acknowledges the traditional owners and custodians of this land. We pay our respect to Elders past and present, their descendants who are with us today, and those who will follow in their footsteps.

Disclaimer

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This document is available in alternative formats on application to the Department of Planning, Lands and Heritage Communications Branch.

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The Metropolitan Region Scheme
What it is and how it is amended - major

Planning Perth's future

Perth is currently home to more than 2 million people and this is anticipated to grow to 3.5 million by 2050.

To meet this growth, land must be identified for future housing, employment opportunities, transport, conservation and recreation.

The Metropolitan Region Scheme (MRS) provides for this growth by defining what land can be used for. It is also the means by which landowners can be compensated for land acquired for public purposes.

The role of the WAPC?

The Western Australian Planning Commission (WAPC) has statewide responsibility for planning how land in metropolitan and regional areas can be used and developed. The WAPC comprises a Chair and 16 members, representing industry, government and the community.

The WAPC is a statutory authority and operates in accordance with the *Planning and Development Act 2005*. It is supported by the Department of Planning, Lands and Heritage, which provides professional and technical expertise, administrative services and corporate resources.

What is the Metropolitan Region Scheme?

The MRS is a large town planning scheme which defines how land can be used in the Perth metropolitan area, dividing it into broad zones and reservations. The metropolitan area stretches from south of Rockingham to north of Yanchep and east of Mundaring.

The MRS uses a set of maps and a scheme text to set the planning rules and identify the various zones and reservations.

This plan has been in operation since 1963 and provides the legal basis for planning in the Perth metropolitan area.

The MRS is amended frequently as the region grows and changes.

What is an amendment?

An amendment to the MRS changes the zoning or reservation of land to allow for a different land use.

When a rezoning or a new reservation is considered, it is classified as either a major or a minor amendment and to the MRS is advertised to seek comment from landowners, the broader community and all levels of government. Under the Act, the process for proposed major and minor amendments is different.

This process allows for extensive community consultation and discussion in Parliament, prior to a final decision being made.

How is the Metropolitan Region Scheme amended?

The WAPC is responsible for maintaining the MRS, including reviewing and initiating changes where necessary.

The amendment process is regulated by the *Planning and Development Act 2005*. The Act requires an amendment to be consistent with both the *Swan River Trust Act 1988* and the *Heritage of Western Australia Act 1990* and does not allow for an amendment to occur within the defined area of which a redevelopment scheme applies.

The amendment proposed in this report is being made under the provisions of section 41 (often referred to as a major amendment).

The major amendment process includes (also see the diagram on page ix):

- Request submitted and considered by the WAPC.
- WAPC determines to either progress or reject application, classifying it as either a major or minor amendment.
- If progressed, the application is referred to the Environmental Protection Authority (EPA) to set the level of environmental assessment. If the EPA requires an environmental review, this is carried out before the amendment is advertised.
- Consent by the Minister for Planning to call for submissions.
- Proposed amendment is advertised for public comment. Advertisements are placed in local and statewide newspapers and the information is made available on www.dplh.wa.gov.au/mrs-amendments. Landowners directly affected by a proposed amendment are contacted in writing. Where there is an environmental review, this is also made available for comment.
- WAPC receives public submissions over a period of three months.
- WAPC considers submissions. Everyone who made a submission may also choose to present to a hearings committee appointed by the WAPC to consider and report on these submissions.
- WAPC reviews the proposed amendment in light of both the submissions and planning advice provided by the Department of Planning, Lands and Heritage.
- WAPC provides a recommendation to the Minister whether to accept, reject or modify the proposed amendment.
- Proposed amendment may be required by the Minister for Planning to be readvertised if the amendment is substantially modified as a result of submissions and planning advice.
- Minister presents the proposed amendment with the WAPC's recommendations to the Governor for approval.
- The proposed amendment, as approved by the Governor, is tabled before each House of State Parliament, where it must remain for 12 sitting days. During this time, the amendment is again on public display.
- In Parliament, a member may introduce a motion to disallow the amendment. If this motion succeeds, the MRS will not be amended. Otherwise, the amendment becomes legally effective in the MRS after 12 sitting days.
- Within three months of an MRS amendment being finalised, all affected local governments must initiate an amendment to its local planning scheme to match the new zonings.

Zones and reservations

Zones and reservations in the MRS are broad categories to define how land can be used and developed. The following descriptions are a guide only.

Zones

Urban: areas in which a range of activities are undertaken including residential, commercial, recreational and light industry.

Urban deferred: land identified for future urban uses following the extension of urban services, the progressive development of adjacent urban areas, and resolution of any environmental and planning requirements relating to development.

The WAPC must be satisfied that these issues have been addressed before rezoning to urban.

Central city area: strategic regional centres for major retail, commercial and office facilities as well as employment, civic, business and residential uses.

Industrial and special industrial: land on which manufacturing, processing, warehousing and related activities are undertaken.

Rural: land on which a range of agricultural, extractive and conservation uses is undertaken.

Private recreation: areas of significance to the region's recreation resource, which are (or are proposed to be) managed by the private sector.

Rural - water protection: rural land over public groundwater areas where land use is controlled to avoid contamination.

Reservations

Land reserved for community purposes. It may be reserved to protect a resource or to provide areas for infrastructure.

Parks and recreation: land of regional significance for ecological, recreation or landscape purposes.

Railways: provides for public transit routes, freight rail lines and associated facilities such as marshalling yards, maintenance depots and park n' ride stations.

Port installations: regional maritime shipping facilities.

State forests: areas of woodland located on Crown land and managed under the *Conservation and Land Management Act 1984.*

Water catchments: water sources protected for high quality public water supply. These areas have strict controls on land use to avoid pollution of the water resource.

Civic and cultural: significant civic precincts and buildings.

Waterways: permanent inland and coastal waters including many rivers and reservoirs.

Public purposes: land for public facilities such as hospitals, high schools, universities, prisons, utilities for electricity, water and treatment of wastewater, commonwealth government and other special uses.

Primary regional roads: important regionally significant roads as part of the planned road network that are currently, or proposed to be declared, under the *Main Roads Act 1930*.

Other regional roads: roads of regional significance in the planned road network for which the planning responsibilities are shared by the WAPC and local governments.

What if my land is rezoned?

Landowners may find that an amendment seeks to rezone their property, for example from rural to urban or urban deferred.

If the zoning is changed, landowners do not have to change their lifestyle or the way they use the land. However, depending on the new zone, there may be opportunities to change the land use, such as seek approval to subdivide or apply to develop it in some way that suits the new zoning.

The WAPC realises that many people choose their properties because they like them as they are and may not want to change from, for example, a rural-residential lifestyle to an urban area. Others are keen to change the land use.

For these reasons, amendments to the MRS are advertised so that all affected landowners and the broader community have time to examine the proposal and provide their comment.

What if my land is reserved?

Land is reserved because it will eventually be needed for a public purpose such as parks and recreation or other regional roads.

If your land is proposed to be reserved in an advertised amendment, you can continue to use and enjoy your property. Generally, reserved land can remain in private ownership until it is needed for the purpose for which it is reserved.

To protect landowners, there are procedures for acquisition or compensation by the WAPC. These are outlined in *Your Property and the planning system – region schemes*, a leaflet reproduced at the back of this report and online at www.dplh.wa.gov.au/your-property-and-region-schemes.

How can my views be heard?

You can lodge a submission during the advertised period:

- online at www.dplh.wa.gov.au/mrs-amendments
- in writing to Western Australian Planning Commission, Level 2, 140 William Street, Perth 6000 (a submission form is included at the back of this report).

The WAPC will try and make contact with everyone who nominated to attend a hearings committee following the advertised period.

Publications

In the course of each amendment to the MRS, information is published under the following titles:

Amendment report
This document is available from the start of the public submission period of the proposed amendment. It sets out the purpose and scope of the amendment, explains why the proposal is considered necessary and informs people how they can comment.

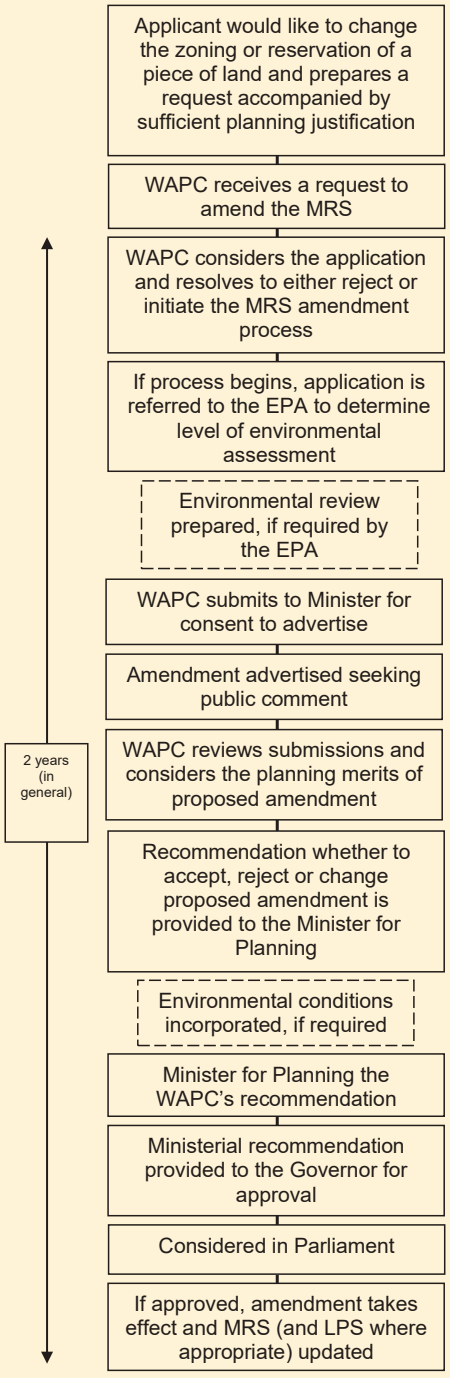
Environmental review report
The EPA considers the environmental impact of an amendment to the MRS before it is advertised. Should the EPA require formal assessment, an environmental review is undertaken and that information is made available for comment at the same time as the amendment report.

Report on submissions
This publication documents the submissions received, the minutes of the hearings and the Hearings committee summary of the proceedings

All written submissions received on the proposed amendment are reproduced as a public record.

The final scheme or amendment
This publication documents the planning rationale for the amendment or scheme and the WAPC's recommendation to the Minister for Planning.

A simple diagram of the amendment process.



Abbreviations

AHA	Aboriginal Heritage Act
CBD	Central Business District
DBCA	Department of Biodiversity Conservation and Attractions
DCP	Development Control Area
DPLH	Department of Planning, Lands and Heritage
DWER	Department of Water and Environmental Regulation
DWMS	District Water Management Strategy
EPA	Environmental Protection Authority
LPP	Local Planning Policy
LPS	Local Planning Scheme
MRS	Metropolitan Region Scheme
PCA	Planning Control Area
POS	Public Open Space
SPP	State Planning Policy
SWALSC	South West Aboriginal Land and Sea Council
WAPC	Western Australian Planning Commission

Amendment Report

Metropolitan Region Scheme Amendment 1400/41

North Fremantle Urban Precinct

Amendment Report

1 Planning objective

The purpose of the amendment is to rezone approximately 23.93 ha in North Fremantle from the Industrial zone to the Urban Deferred zone and Parks and Recreation reserve, as shown on the Amendment Figure - Proposal 1.

The intent of the amendment is to facilitate redevelopment of the site for primarily mixed-use commercial and residential uses, with areas of Public Open Space (POS) following the Lifting of Urban Deferment, Local Planning Scheme (LPS) amendment and detailed local structure planning.

Lifting of Urban Deferment Requirements

The amendment is being partly zoned Urban Deferred as the following matters require resolution prior to the transfer to the Urban zone:

- finalisation or substantial progression of the Future of Fremantle project
- confirmation of regional road and transport requirements in the locality
- confirmation of coastal foreshore reserve requirements
- consideration of the Fremantle Port buffer.

The Western Australian Planning Commission (WAPC) has considered the potential impact of the Future of Fremantle Planning Study and has resolved that this amendment be initiated to an Urban Deferred zone and Parks and Recreation reserve. The Urban Deferred zoning ensures that the Metropolitan Region Scheme (MRS) amendment process does not prejudice or pre-empt the Future of Fremantle Planning Committee (FFPC) outcomes. The WAPC will determine whether to modify the proposal and exclude any land for future MRS regional reserves when the amendment is considered for a final determination.

2 Background

The subject land is located within the City of Fremantle and is approximately 13.3 km south-west of the Perth CBD and 2.5 km north of the Fremantle city centre. The Leighton Shores residential development is to the north, the North Fremantle rail station is to the north-east and Fremantle Ports operations abut to the south. The land is located east of Port Beach.

Most of the land is vacant with the exception of residual industrial buildings in the north-east corner, an industrial building at the eastern end of Barker Street and primarily storage uses over Development WA holdings. The land is bound to the south and east by the regional freight network (rail and road) and is subject to Planning Control Area 158 (PCA 158).

The industrial activity on the amendment land has effectively ceased, with the existing sheds on the former Standard Wool site currently rented for short-term storage, whilst all infrastructure (inclusive of the large petroleum storage tanks) has been removed as part of the remediation works for the former Caltex site. The portion of the Fremantle Port Authority land is primarily vacant.

Land use and development within the proposed amendment area is generally controlled by the City of Fremantle LPS No. 4. The subject land is zoned "Industrial" under the City of Fremantle LPS 4.

Land Use and Movement Plan

The proponent has prepared a land use and movement plan to support the MRS amendment request. The plan proposes areas of Parks and Recreation reserve, Public Open Space (POS), mixed-use/apartments, grouped dwellings/apartments, single/grouped dwellings, mixed-use and commercial uses.

3 Scope and content of the amendment

The amendment proposes to rezone various lots and reserves to facilitate future mixed-use development, as follows:

- Urban Deferred zone: 17.80 ha.
- Parks and Recreation reservation: 6.13 ha.

The total area the subject of this amendment is approximately: **23.93 ha**.

4 Discussion

Strategic Context

Leighton Oceanside Masterplan

In 2007, the WAPC released the *Leighton Oceanside Parklands Master Plan* which provided a vision of revitalising and repurposing the former rail marshalling yards to create a 4 ha development site (Leighton development) and 13 ha of foreshore reserve and POS.

The Masterplan outlines the landscape and public realm vision for the 13 ha of foreshore reserve, including the realignment of Curtin Avenue, extensive parklands and coastal revegetation, community infrastructure, beachside parking and other amenities. The 4 ha development site and adjacent foreshore area have been developed however the remainder is to be delivered.

The proposal aligns with the general intent of the Masterplan and expands on the extent of the foreshore reserve adjacent to Port Beach and provides a foreshore width similar to that adopted for Leighton Beach.

Perth and Peel @ 3.5 Million / Central Sub-Regional Planning Framework

The *Perth and Peel @ 3.5 Million* document provides a snapshot of the Perth and Peel regions in the future and makes the case for change to a more considered, connected, consolidated urban form. The *Central Sub-regional Planning Framework* focuses on achieving higher densities of employment and residential development (i.e. infill development and urban consolidation) in appropriate locations within a predominantly built-up environment while making better use of established infrastructure in the long term.

The Framework seeks to prevent the encroachment of incompatible urban land uses, such as residential and retail land uses, into industrial areas identified in the *Economic and Employment Lands Strategy – Non-heavy Industrial* in order to ensure a sufficient supply of employment land in the Central sub-region.

The *Central Sub-regional Planning Framework* primarily reflects the sites industrial use. However, a small strip along the northern and eastern boundary of the site is within the *Activity Centre - Frame* around the North Fremantle District Centre.

The Framework states that in frame areas, there is an opportunity to investigate higher residential densities and the potential expansion of the core area (commercial and mixed uses) over time. The proposed Urban Deferred zone and Parks and Recreation reserve is considered to be a logical transition and continuation of the urbanisation of the locality which is consistent with the general intent of the Framework.

Future of Fremantle Planning Committee

The amendment is located within the *Future of Fremantle Planning Committee* (FFPC) area of consideration. The Future of Fremantle project is in the early stages and is estimated to be completed by mid-2024. A multi-disciplinary team is to develop a future focused Land Use Plan incorporating a highly integrated land use, transport and infrastructure response and supporting Economic Development Strategy for bringing economic growth, investment and employment into Fremantle.

In 2021, the State Government established the FFPC as a sub-committee of the WAPC for a period of two years to examine options for the Victoria Quay, North Quay and surrounds and help deliver the Future of Fremantle project. Establishment of the Committee followed on from the State Government's Westport decision to create a business case for a new container port in Kwinana. The Committee is tasked with developing a new vision for Fremantle's inner harbour that will be underpinned by the Economic Development Strategy and Land Use Plan.

Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development

Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development (DCP 1.6) seeks a sustainable urban form by maximising the opportunities to integrate land use with public transport and minimise transport via the private motor vehicle. Where possible and appropriate, the policy seeks the intensification of activities and the promotion of uses that make better use of public transport.

DCP 1.6 is applicable as the North Fremantle Rail Station is within a 800 m walking distance of the subject site. Therefore, the proposed amendment seeks to facilitate an urban population within walking distance of a rail station and is consistent with the general principles of DCP 1.6.

State Planning Policy 2.6 - State Coastal Planning Policy

State Planning Policy 2.6 - State Coastal Planning Policy (SPP 2.6) provides for the long-term sustainability of WA's coast. Guidance is provided for land use and development decision-making within the coastal zone including managing development and land use change; establishment of coastal foreshore reserves; and protection, conservation and enhancement of coastal values. The policy also sets minimum finished floor levels at a height above that impacted by a 100-year rainfall event, on top of a 20-year event storm surge, inclusive of allowance for sea level rise forecast over a 100-year time period.

The proponent has prepared a *North Fremantle Coastal Hazard Risk Management and Adaptation Plan* which proposes a full coastal retreat option and has allowed for erosion of between 135 m – 177 m and an inundation level of 3.6 m Above Height Datum for a planning timeframe to 2115. The modelling assumes a full retreat scenario would result in a remaining foreshore reserve after full coastal erosion processes have occurred that varies in width from 28.1 m at its narrowest point to 70.1 m at its widest and is to be reserved as Parks and Recreation.

As the proposed coastal foreshore reserve and any additional recreational area in this location is to be finalised having regard to the FFPC outcomes, this has been included as a requirement to be considered prior to the lifting of Urban Deferment.

State Planning Policy 4.1 - Industrial Interface

State Planning Policy 4.1 - Industrial Interface (SPP 4.1) provides guidance for considering proposals to rezone land for sensitive uses in the vicinity of various industry types. The objectives of draft SPP 4.1 are to protect existing and proposed industry, and infrastructure facilities from encroachment by incompatible land use that would adversely affect efficient operations, avoid land use conflict between existing and proposed industry/infrastructure facilities and sensitive land uses and promote compatible land uses in areas impacted by existing and proposed industry and infrastructure facilities.

The EPA's *Environmental Protection Guidance Statement No. 3 - Separation Distances Between Industrial and Sensitive Land Uses* provides advice on which land uses require separation and recommends suggested separation distances in the absence of site-specific modelling. Separation to Port related industry is treated on a case-by-case basis. In this case, the City of Fremantle *Local Planning Policy 2.3 - Fremantle Port Buffer Area Development Guidelines* (LPP 2.3) addresses separation distances, land use and notification processes.

State Planning Policy 5.4 - Road and Rail Noise

State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4) aims to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes. The proponent has acknowledged that Port Beach Road, Tydeman Road and the future Curtin Avenue extension, as well as the Fremantle to Perth passenger rail and Fremantle freight lines require consideration under this policy.

Where noise levels are determined to be in excess of the noise targets a Noise Management Plan is required. This specifies mitigating measures such as landscaped easements, noise bunds or noise walls and ongoing maintenance. Specific subdivision and development conditions would ensure noise mitigation measures are put in place. Notification on titles is also required where lots or dwellings are affected. The exact nature of necessary noise attenuation measures is further informed by detailed assessments as planning progresses.

Local Planning Policy 2.3 - Fremantle Port Buffer Area Development Guidelines

This City of Fremantle LPP 2.3 sets land use and building criteria based on risk and amenity considerations for development within three buffer areas defined in Fremantle Ports *Fremantle Inner Harbour Buffer Definition Study.* The study identified the need for an offsite buffer around the port which was determined on the basis of a range of potential amenity impacts and risks including noise, odour and public risk. Three buffer areas around the Port have been identified with separate land use and built form requirements as follows:

- Area 1 - should exclude the establishment of additional sensitive uses other than residential uses and with residential uses having a high level of protective conditions relating to maintaining public safety and ameliorating the impacts of odour and noise.
- Area 2 - allows the establishment of sensitive land uses and with these land uses having a medium level of protective conditions.
- Area 3 - which allows the establishment of sensitive land uses with protective conditions implemented at the discretion of Council.

As the amendment area is partly located within all three buffer areas and port buffer considerations and associated landuses is a matter to be addressed prior to the lifting of Urban Deferment.

Statutory Context

Environment

The Department of Water and Environmental Regulation (DWER) advises as follows:

Contaminated Sites: The DWER's - Contaminated Sites Branch considers the proposal as an interim step in the planning process and does not recommend contamination conditions be imposed at this stage. The current contamination status of the portions of the site classified as "possibly contaminated – investigation required" is unknown. Advice will be required from the DWER as to the suitability of the land for future development, subdivision or amalgamation.

Water Management: In 2017, the DWER endorsed the North Fremantle - District Water Management Strategy (DWMS) subject to endorsement by the City of Fremantle and Department of Biodiversity, Conservation and Attractions (DBCA). Any revised DWMS is best reviewed by the City of Fremantle as the predominate water issues are local government issues and coastal environment impacts. Therefore, support to the DWMS by the City of Fremantle and DBCA will be required prior to a final determination being made by the WAPC.

Noise Management: The DWER's Noise Branch notes that a Noise and Ground Vibration Study was prepared for the site and advises as follows:

Traffic and Rail Noise - The measured and modelled traffic noise levels are reasonable and reliable. The proposed mitigation measures for road traffic noise such as quiet house designs are correct and appropriate. The modelled train noise levels are also correct and may further help inform mitigation measures.

Rail Vibration - The measured and modelled train vibration levels are acceptable. It was concluded that mitigation of ground vibration would be required and that further individual ground vibration assessment would occur for the first row of lots.

Noise from Fremantle Port - It is likely that quiet house designs will meet built form requirements under LPP 2.3. However, *Environmental Protection (Noise) Regulations 1997* also apply to noise from the Port. The amendment will change the noise level from an Industrial to Urban standard. As there is uncertainty regarding port buffer (noise) impacts, further consideration of port buffer issues has been included as a matter to be considered prior to the lifting of Urban Deferment.

Infrastructure

Water and Wastewater: The Water Corporation advises that it may be possible to extend water and sewerage services to the site as a standalone development, provided that the developers fund extensions and upgrades to the surrounding networks. The extent of any upgrades will be determined by the land use mix and development yields in the local structure plan.

Regional Road Matters: The proposed amendment is located within or bounded by Tydeman and Port Beach Roads, Walter Place and Curtin Avenue. The amendment is also affected by PCA No. 158. As there is uncertainty on the regional road network which has yet to finalised this has been included as a matter to be addressed prior to the lifting of Urban Deferment.

5 Aboriginal heritage

The *Aboriginal Heritage Act 1972* (AHA) provides for the protection and preservation of Aboriginal heritage and culture throughout Western Australia, including places and objects that are of significance to Aboriginal people. Aboriginal sites and materials are protected whether or not they have been previously recorded or reported.

The process of rezoning or reservation of land in a region scheme is not in itself directly affected by the AHA. Proposed changes to land-use at MRS amendment stage are broad by nature and do not physically interfere with the land. Consideration of any protection that may be required is addressed more specifically at later stages of the planning process, typically being a local planning scheme amendment and when preparing a local structure plan.

Proponents of proposals are advised to familiarise themselves with the Aboriginal Heritage Due Diligence Guidelines (the Guidelines). These have been developed to assist proponents to identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present. The Guidelines are available electronically at: *https://www.wa.gov.au/system/files/2021-05/AH-Due-diligence-guidelines_0.pdf.*

Nevertheless, in recognising the importance of having reliable Aboriginal information on land and the values attached to it, the WAPC and the Department of Planning, Lands and Heritage have entered into a Memorandum of Understanding with the South West Aboriginal Land and Sea Council (SWALSC) for the provision of Aboriginal consultative services. All MRS amendment proposals likely to be of interest to Aboriginal persons are referred to SWALSC for comment before being released for public submission. SWALSC is the recognised Native Title Representative Body for Western Australia's southwest region and as such is well placed to provide advice on Aboriginal heritage.

This amendment was not referred to SWALSC as it was not expected to impact on Aboriginal heritage values. However, the amendment will be referred to SWALSC during the public advertising period.

6 Coordination of local and region scheme amendments

Under section 126(3) of the *Planning and Development Act 2005* the WAPC has the option to concurrently rezone land being zoned Urban under the MRS to a "Development" zone (or similar) in the local planning scheme. As no land is being zoned urban section 126(3) is not applicable.

7 Substantiality

The proposed amendment seeks to transition one of the remaining industrial zoned areas in North Fremantle to create a future urban area and associated coastal foreshore reserve which is considered to provide for sustainable environmental, social and economic outcomes.

8 Sustainability

The *Planning and Development Act 2005* allows for amendments to the MRS to be processed as either "minor" or "major" amendments depending on whether they are considered to constitute a substantial alteration to the MRS or not. *Development Control Policy 1.9 - Amendment to Region Schemes* sets out the criteria for deciding whether the major or minor process should be followed.

The amendment is to be processed as a "major" amendment given it seeks to rezone established Industrial zoned land in North Fremantle to facilitate new urban development and the establishment of a coastal foreshore reserve which is considered a substantial/regional change in the locality.

9 Environmental Protection Authority advice

The proposed amendment was referred to the Environmental Protection Authority (EPA) for advice on whether environmental assessment would be required.

The EPA has advised that the proposed amendment does not require formal assessment under Part IV of the *Environmental Protection Act 1986*. A copy of the notice from the EPA is included at appendix A.

10 The amendment process

The procedures for amending the MRS are prescribed by the *Planning and Development Act 2005*. The amendment proposed in this report is being made under the provisions of section 41 of that Act.

In essence, the procedure for a substantial alteration to the Scheme (often referred to as a major amendment) involves:

- formulation of the amendment by the WAPC
- referral to the EPA for environmental assessment
- completion of an environmental review (if required) to EPA instructions
- public submissions on the proposed amendment (including environmental review if required)
- consideration of submissions (including hearings where requested)
- referral of WAPC recommendations, with or without any modifications in response to submissions, to the Minister for Planning
- approval by the Governor

- consideration by both Houses of Parliament, who can disallow the amendment
- amendment takes legal effect when no longer subject to disallowance after 12 sitting days
- where the WAPC has agreed to the parallel amendment of a local planning scheme under section 126(3) of the Planning and Development Act, the local planning scheme amendment becomes effective upon gazettal of the MRS amendment.

An explanation of this process entitled *The Metropolitan Region Scheme, what it is and how it is amended*, can also be found in the front of this report.

11 Submissions on the amendment

The WAPC invites people to comment on this proposed amendment to the MRS.

The amendment is being advertised for public submissions for a period of three months from Tuesday 28 March 2023 to Friday 30 June 2023.

Copies of the amendment will be available for public inspection at the:

i) Western Australian Planning Commission, 140 William Street, Perth
ii) City of Fremantle
iii) City of Kwinana
iv) City of Cockburn
v) City of Perth
vi) State Reference Library, Northbridge.

Online submissions are encouraged via: *https://consultation.dplh.wa.gov.au*.

Written submissions on the amendment should be sent to:

The Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

or by email to:-

RegionPlanningSchemes@dplh.wa.gov.au

and must be received by 5 pm Friday 30 June 2023.

All submissions received by the WAPC will be acknowledged.

For your convenience a submission form (form 41) is contained in this report appendix E. Additional copies of the form are available from the display locations and the Department of Planning, Lands and Heritage website *https://www.dplh.wa.gov.au/mrs-amendments*.

You should be aware that calling for submissions is a public process and all submissions lodged will become public. All submissions are published and made available when the amendment is presented to both Houses of Parliament. Advice of disclosure and access requirements are shown on side two of the submission form.

Before making your submission, it is recommended that you read the information in appendix D of this report regarding preparing a submission.

12 Hearings

Any person making a written submission has the opportunity to personally present the basis of their submission to a sub-committee of the WAPC. Details required for attending the hearings are on side two of the submission form.

Presentations made to the hearings committee are an extension of the submission process and the minutes of all hearings will become a public document. The minutes will be published and made available when the amendment is presented to both Houses of Parliament.

Before completing your submission form, please refer to the information regarding hearings in appendix D of this report.

13 Modifications to the amendment

After considering any comments received from the public and government agencies, the WAPC may make modifications to the amendment.

The recommendations of the WAPC, including any modifications, are published in a report on submissions. The report will be available on the Department of Planning, Lands and Heritage website *https://www.dplh.wa.gov.au/mrs-amendments*. Anyone who has made a submission will be notified when the amendment is tabled in Parliament.

14 Final outcome

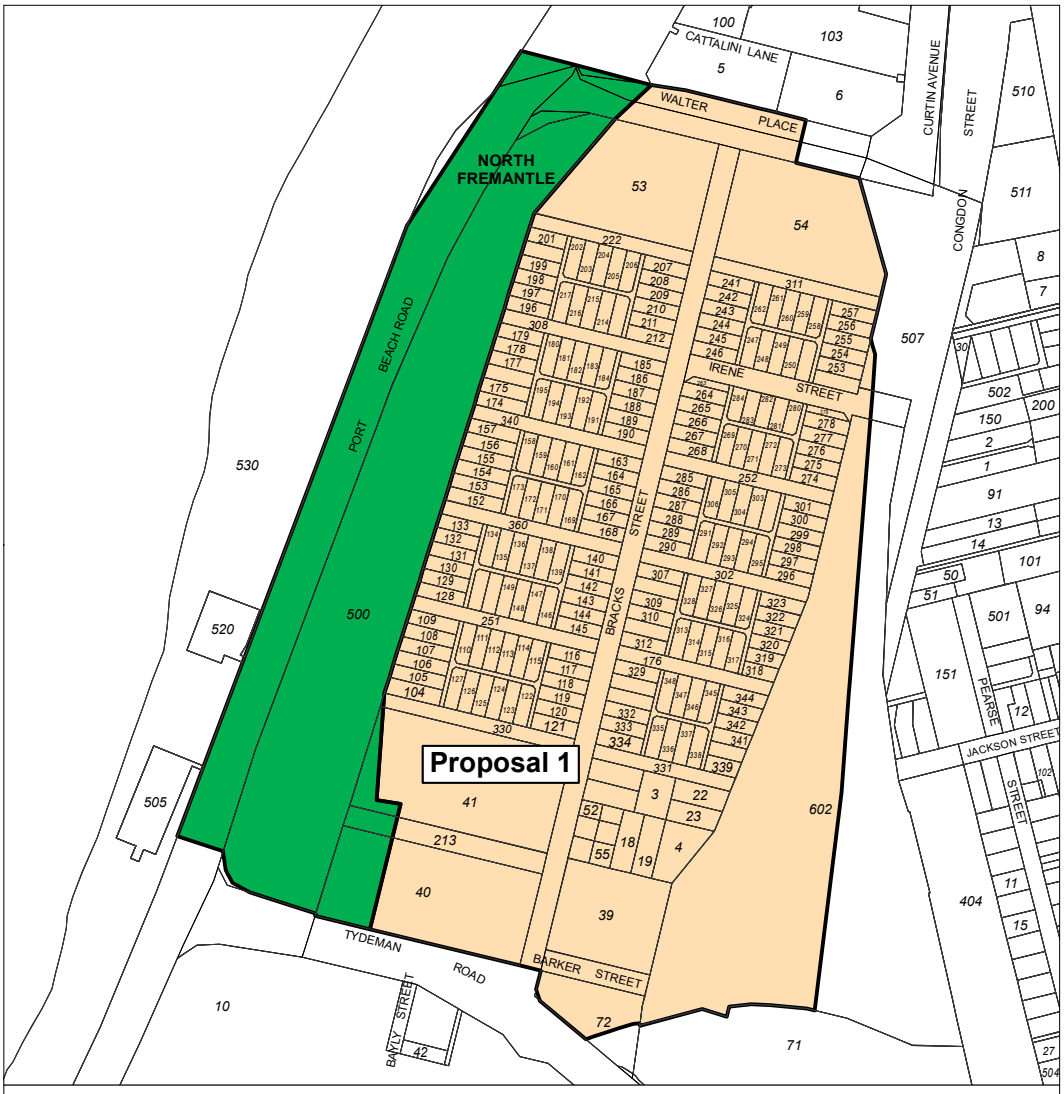
After considering the submissions, the WAPC may make modifications to the amendment. The WAPC will then submit the amendment plans, together with a *Report on Submissions* and a copy of all written submissions, to the Minister for Planning for presentation to the Governor.

If the Governor approves, a copy of the plans of the amendment together with the *Report on Submissions* will be laid before each House of Parliament for twelve sitting days. Either House may, by resolution, disallow an amendment within that time. As soon as the amendment is no longer subject to disallowance it becomes legally effective in the MRS.

People who have made submissions will be kept advised on the progress of the amendment, and along with all affected landowners, will be notified of the final outcome.

MRS Amendment 1400/41 North
Fremantle Urban Precinct

Amending Figure
Proposal 1



North Fremantle Urban Precinct
Proposed major amendment
as advertised

26 October 2022 — Proposal 1

Proposed Amendment:

- Parks and recreation reservation
- Urban deferred zone

Oracle reference no: 3693
Version number: 1

Western Australian Planning Commission

Date: 27/10/2022
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1180-2020-1

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Appendix A

Notice of environmental assessment

Environmental Protection Authority

Ms Sam Fagan
Secretary
Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

Our Ref: *APP-0000123*
Enquiries: *Katrina Cooper, 6364 6828*
Email: *Katrina.cooper@dwer.wa.gov.au*

Dear Ms Fagan

DECISION UNDER SECTION 48A(1)(a)
Environmental Protection Act 1986

SCHEME	**Metropolitan Region Scheme Major Amendment 1400/41- North Fremantle Urban Precinct**
LOCATION	**Various Lots, Port Beach Road and Walter Place, North Fremantle (North Fremantle Urban Precinct). City of Fremantle.**
RESPONSIBLE AUTHORITY	**Western Australian Planning Commission**
DECISION	**Referral Examined, Preliminary Investigations and Inquiries Conducted. Scheme Amendment Not to be Assessed Under Part IV of the EP Act. No Advice Given. (Not Appealable)**

Thank you for referring the above scheme to the Environmental Protection Authority (EPA).

After consideration of the information provided by you, the EPA considers that the proposed scheme should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986* (EP Act) and that it is not necessary to provide any advice or recommendations. I have attached a copy of the Chair's determination of the scheme.

Please note the following:

- For the purposes of Part IV of the EP Act, the scheme is defined as an assessed scheme. In relation to the implementation of the scheme, please note the requirements of Part IV Division 4 of the EP Act.

Prime House, 8 Davidson Terrace Joondalup, Western Australia 6027.
Postal Address: Locked Bag 10, Joondalup DC, Western Australia 6919.

Telephone: (08) 6364 7000 | Facsimile: (08) 6364 7001 | Email: info.epa@dwer.wa.gov.au

- There is no appeal right in respect of the EPA's decision to not assess the scheme.

A copy of the Chair's determination will be made available to the public via the EPA website.

Yours sincerely

Prof. Matthew Tonts
Chair of the Environmental Protection Authority

29 November 2022

Encl. Chair's Determination

Environmental Protection Authority

GOVERNMENT OF WESTERN AUSTRALIA

S48A Referrals

Title: Metropolitan Region Scheme (MRS) Amendment 1400/41

Location: Various Lots, Port Beach Road and Walter Place, North Fremantle (North Fremantle Urban Precinct). City of Fremantle.

Description: The proposed amendment seeks to rezone the North Fremantle Urban Precinct from Industrial zone to Urban Deferred zone and Parks and Recreation reservation. The intent of the amendment is to facilitate redevelopment of the land for primarily mixed-use commercial and residential uses, with areas of public open space (POS) following the Lifting of Urban Deferment, Local Planning Scheme (LPS) amendment and detailed local structure planning.

Ref ID: APP-0000123

Date Received: 11/11/2022 **Date Sufficient Information Received:** 11/11/2022

Responsible Authority: Western Australian Planning Commission, Locked Bag 2506 Perth WA 6001

Contact: Marija Bubanic

Preliminary Environmental Factors: Terrestrial environmental quality, Coastal processes and Social surroundings.

Potential Significant Effects: Groundwater contamination, coastal hazards and inundation, noise emissions, vibration and air quality from road and rail, industrial interface and buffers.

Management: Potential impacts can be managed by future planning processes/controls and other statutory processes such as the *Contaminated Sites Act 2003*.

Determination: **Referral Examined, Preliminary Investigations and Inquiries Conducted. Scheme Amendment Not to be Assessed Under Part IV of EP Act. No Advice Given. (Not Appealable)**

The Environmental Protection Authority (EPA) has carried out some investigations and inquiries before deciding not to assess this scheme amendment. In deciding not to formally assess scheme amendments, the EPA has determined that no further assessment is required by the EPA.

This Determination is not appealable.

Chair's Initials:

Date: 29 November 2022

Appendix B

List of detail plans supporting the amendment

Proposed Major Amendment 1400/41

North Fremantle Urban Precinct

as advertised

Amending Plan 3.2801
Detail Plans
1.6410, 1.6411, 1.6432, 1.6433

Appendix C

Your property and the planning system – region schemes

Your property and the planning system – region schemes

Rights to compensation in relation to reserved land

The Western Australian Planning Commission (WAPC) has statewide responsibility for planning how land in metropolitan and regional areas can be used and developed. It does this by reserving and zoning land for immediate and future development through region schemes and/or planning control areas.

Region schemes

The WAPC administers three region schemes which classify land into zones and reservations:

- Metropolitan Region Scheme
- Peel Region Scheme
- Greater Bunbury Region Scheme.

Zones are large areas identified for purposes such as industry (industrial zone) and residential (urban zone).

Reservations are required for public purposes such as schools, railways, major roads, and parks and recreation.

How do you amend a region scheme?

Schemes can be amended as regions grow and change. This process begins with the local government, landowner, State Government or WAPC making a request to amend a scheme. The WAPC considers the request and can either refuse or approve the initiation of an amendment.

The amendment process is lengthy and in general, takes between 12 to 24 months to complete and includes extensive consultation with landowners and the broader community. In some cases amendments are subject to assessment by the Environmental Protection Authority. Amendments can be classified as Major or Minor, in accordance with *Development Control Policy 1.9 – Amendment to Region Schemes*.

Planning Control Area

In some instances, the WAPC will use a planning control area (PCA) to protect land required for a particular purpose from development until it may be reserved in one of the region schemes. A PCA acts in a similar manner as a region scheme but can be applied as a temporary measure to enable an amendment to be progressed. This also provides affected landowners with rights to claim compensation while a decision is made to reserve land or not. A PCA is valid for up to five years.

This means the WAPC is the decision-making authority for any development applications on land within a PCA. A person must not commence and carry out development within the PCA area without the prior approval of the WAPC. There are penalties for failure to comply with this requirement.

The same compensation and alternative purchase rules apply as with a region scheme. However, if compensation is paid and the PCA or reservation is reduced or removed in the future, the compensation is repayable in whole or part upon the subsequent sale or subdivision of the property.

What if your land is proposed to be reserved?

The WAPC approaches landowners on land proposed to be reserved and invites them to comment through the amendment process.

The Government will ultimately acquire reserved land, but as the reservations are strategic and long-term requirements, the land can generally remain in private ownership until it is needed for the public purpose. Several options are available to the owners of reserved land:

- **Retain ownership of your property** and continue quiet enjoyment until it is needed for the public purpose. You may complete any development or subdivision approved prior to the reservation taking effect. Under non-conforming use rights, you may continue to use the property for the purpose for which it was legally being used immediately before the reservation came into effect.
- **Sell the property on the open market** to another person(s). The WAPC recognises that the reservation may make this difficult. Subject to acquisition priorities and the availability of funds, the WAPC would be willing to consider purchasing a reserved property if an owner is unable to achieve a private sale on the open market. This does affect your right to otherwise claim statutory compensation (outlined in the compensation section below).
- **Offer the property for sale** to the WAPC. Subject to acquisition priorities and the availability of funds, the WAPC would be willing to consider purchasing a reserved property. The WAPC purchases a property at its current market value, ignoring the impact of the reservation and proposed public purpose. The WAPC obtains two independent valuations to provide it with advice on the value of the property.

Am I entitled to claim compensation?

If your land is reserved in a region scheme or subject to a PCA and **you are the owner of the land when it was first reserved or the PCA was declared**, you may be able to make a claim for compensation for injurious affection if:

1. **Private Sale –** you sell the property on the open market at a reduced price (due to the effect of the reservation or PCA);
   or
2. **Refused development –** the WAPC has either refused a development application over the property or approved it subject to conditions that are unacceptable to you.

What is injurious affection?

Injurious affection occurs when the value of a piece of land is affected by the application of a reservation or restriction for a public purpose.

How do I claim compensation?

1. Private sale

If you wish to sell your property on the open market at a reduced price (affected value), you will need to complete a *Notice of Intention to Sell* form, which is available online at www.dplh.wa.gov.au. The Department of Planning, Lands and Heritage will establish the extent of the reservation and forward the notice to the Board of Valuers.

The Board of Valuers will determine the value of the property as if there was no reservation or PCA (unaffected value). You may wish to attend the board's meeting to present any matters you believe are relevant to the value of your property.

Following the board's decision:

- The board will advise you of the unaffected value of the property.
- You pay the board's valuation fee to the department and you will be advised of the affected value of the property (as determined by the WAPC) – the minimum price for which you can sell the property and receive the full amount of compensation (the difference between the affected and unaffected values). The valuation fee is refundable upon the sale of the property and the payment of compensation.
- You then arrange the sale of the property (either privately or through an agent) – the sale price must not be less than the affected value.

You (and your agent) must inform prospective purchasers that you are selling the property at a reduced price and that you will be claiming compensation for injurious affection from the WAPC. You must also include a special condition in the offer and acceptance.

- After you sell the property, you can make a claim for compensation for injurious affection through the WAPC **within six months** of the property being sold (registered at Landgate).
- After the WAPC pays compensation, the WAPC will lodge a notification on the Certificate of Title to identify that it has paid compensation, which is only payable once.
- If the property does not sell within one year of the board's valuation, you may ask the board to revalue the property. The sale process is then repeated.
- Alternatively, you may wish to ask the WAPC to purchase the property, as you have been unable to sell it privately. The WAPC will purchase the property at its then fair market value (unaffected value).

2. Refused development

If the WAPC refused your development application or approved it subject to unacceptable conditions, you may make a claim for compensation for injurious affection **within six months** of the WAPC's decision.

The WAPC will either pay compensation or may elect to purchase the property instead of paying compensation. If the WAPC elects to purchase the property, it obtains valuations for the fair market value (unaffected value) as at the date of the election to purchase.

What is compulsory acquisition?

If land is required for a reservation and has not been previously acquired or compensation has been claimed, the Government may compulsorily acquire the property. The WAPC will obtain independent valuations and make an offer of compensation, in accordance with the *Land Administration Act 1997*.

How can I view a region scheme?

- online at www.dplh.wa.gov.au/your-property-and-region-schemes
- office of the WAPC and the Department of Planning, Lands and Heritage Level 2, 140 William Street, Perth
- any local government office.

The WAPC operates in accordance with the *Planning and Development Act 2005* and receives administrative support from the Department of Planning, Lands and Heritage.

This information is correct as at January 2019.

Appendix D

Preparing a submission and hearings committees

Preparing a submission and hearings committees

The WAPC welcomes comment on proposed amendments to the MRS from interested individuals, groups and organisations.

What is a submission?

A submission is a way to express your opinion and provide information. It is an opportunity to explain why the amendment should be supported, withdrawn or modified. Suggestions of alternative courses of action are also welcomed.

Making a submission is not the same as voting in an election. The number of submissions received for or against a proposal will not in itself determine the result. Rather, it is the reasoned argument of why a particular thing should or should not be done. Your submission will assist the WAPC in reviewing its planning proposal before proceeding. Advertised proposals are often modified in response to the public submission process.

What should I say?

Your comments should focus on the particular issues that arise from the proposed amendment. If there are a number of components in the amendment, please indicate exactly which ones you are addressing.

It is important that you state your point of view clearly and give reasons for your conclusions and recommendations. These may include an alternative approach or other ways for the WAPC to improve the amendment or make it more acceptable. Indicate the source of your information or argument where applicable.

If you prefer not to write your own comments, you may consider joining a group interested in making a submission on similar issues. Joint submissions can increase the pool of ideas and information.

Before lodging your submission

The WAPC prefers to receive submissions online at *https://consultation.dplh.wa.gov.au*, however, hardcopy submissions can also be accepted (form 41 – appendix E).

Please remember to complete all fields in the submission form including your name, contact details and whether you would like to attend a hearing. Pleased limit the number of attachments, where possible, ensuring they are directly relevant to the proposed amendment you are commenting on.

The closing date for submissions and how to lodge them is shown on form 41 and in the submissions on the amendment section of the amendment report. To be eligible to make a presentation to the hearing committee, your written submission must be received by the closing date.

Some amendments may be subject to an environmental review. Under these circumstances, the WAPC will forward a copy of any submission raising environmental issues to the EPA.

You should be aware that all submissions lodged with the WAPC are subject to regulations on disclosure and access, and your submission will become a public document. Presentations made to the hearings committee are an extension of the submission process.

Do you want a hearing?

The *Planning and Development Act 2005* provides the opportunity for people who have made a submission to personally present the basis of their submission to a sub-committee of the WAPC. You do not have to attend a hearing. The comments presented by you in your submission will be considered in determining the recommendation for the proposed amendment.

Hearings are arranged so a person can explain or expand on their written submission to the WAPC in person. A hearing is for listening to points of view and planning rationale and is not a forum for general public debate. In the case of a group, a spokesperson must be appointed to represent the group. The time allocated for each presentation is five minutes.

The hearings committee is appointed by the WAPC and is usually comprised of two WAPC committee members and one other person with planning knowledge and expertise related to issues raised in submissions.

You may choose to have your presentation conducted in public or private. A public hearing allows other persons, including the media, to attend. In a private hearing only those persons nominated by you and by the hearings committee may attend.

Appendix E

Submission form for this amendment (form 41)

Planning and Development Act 2005
Section 41 Amendment (Substantial)
Form 41

Submission

Metropolitan Region Scheme Amendment 1400/41

North Fremantle Urban Precinct

OFFICE USE ONLY

SUBMISSION NUMBER

RLS/1068

To: Secretary
Western Australian Planning Commission
Locked Bag 2506
Perth WA 6001

Title *(Mr, Mrs, Miss, Ms)* ..... First Name .....

Surname ..... (PLEASE PRINT CLEARLY)

Address ..... Postcode .....

Contact phone number ..... Email address .....

Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission? ☐ *Yes* ☐ *No*

Submission (Please attach additional pages if required. It is preferred that any additional information be loose rather than bound)

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turn over to complete your submission

Hearing of submissions

Anyone who has made a written submission on the amendment has the opportunity to personally present the basis of their submission to a sub-committee of the WAPC. **You do not have to attend a hearing.** The comments presented by you in this written submission will be considered in determining the recommendation for the proposed amendment.

For information about the submission and hearings process, please refer to the amendment report and in particular appendix D.

Please choose one of the following:

☐ **No**, I do not wish to speak at the hearings. (Please go to the bottom of the form and sign)

OR

☐ **Yes**, I wish to speak at the hearings. (Please complete the following details)

I will be represented by:

☐ Myself – My telephone number (business hours): ……

or

☐ A spokesperson

Name of spokesperson: ……
Contact telephone number (business hours): ……
Postal address: ……

I would prefer my hearing to be conducted in:

☐ Public (members from the general public may attend your presentation)

OR

☐ Private (only the people nominated by you or the hearings committee will be permitted to attend)

You should be aware that:

- The WAPC is subject to the *Freedom of Information Act 1992* and as such, submissions made to the WAPC may be subject to applications for access under the act.
- In the course of the WAPC assessing submissions, or making its report on these submissions, copies of your submission or the substance of that submission, may be disclosed to third parties.
- Hearings may be recorded and transcribed. The minutes of all hearings, along with all written submissions, are tabled in Parliament and published as public records should the Governor approve the proposed amendment. The WAPC recommendations are similarly published in a report on submissions and tabled in Parliament.

To be signed by person(s) making the submission

Signature …… Date ……

Note: Submissions MUST be received by the advertised closing date, being close of business (5pm) on 30 JUNE 2023. Late submissions will NOT be considered.

Contacts: Tel - (08) 6551 8002 Fax: (08) 6551 9001 Email: RegionPlanningSchemes@dplh.wa.gov.au Website: http://www.dplh.wa.gov.au/mrs-amendments

CITY OF
Fremantle
Minutes
Planning Committee
Wednesday 6 April 2022 6pm
fremantle.wa.gov.au

Minutes – Planning Committee
6 April 2022

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Minutes – Planning Committee
6 April 2022

1. Official opening, welcome and acknowledgement

The Presiding Member declared the meeting open at 6.05pm.

2.1. Attendance

Ms Hannah Fitzhardinge	Mayor
Cr Bryn Jones	Presiding Member/North Ward
Cr Geoff Graham	Deputy Presiding Member/Beaconsfield Ward
Cr Andrew Sullivan	South Ward
Cr Su Groome	East Ward
Cr Adin Lang	City Ward
Cr Ben Lawver	Hilton Ward
Mr Glen Dougall	A/ Chief Executive Officer
Mr Paul Garbett	Director Strategic Planning and Projects
Ms Chloe Johnston	Manager Development Approvals
Mr Russell Kingdom	Manager Strategic Planning and City Design
Ms Gena Binet	Heritage Coordinator
Ms Melody Foster	Executive Assistant
Ms Kayla Goodchild	Meeting Support Officer

There were approximately 14 members of the public in electronic attendance.

2.2. Apologies

Nil

2.3. Leave of absence

Nil

3. Disclosures of interests

Nil

4. Responses to previous questions taken on notice

The following questions were taken on notice at the Planning Committee Meeting held on 2 March 2022:

Elizabeth Megroz asked the following questions:

Question 1

There is significant value in the fact the Policy is an explicit statement of policy which clearly sets out the desired outcomes of protecting the residential amenity and function of the hotel as a local community tavern. The proposed revocation would render the Policy implicit and would therefore obscure existence of the policy and greatly reduce its clarity. This will create ambiguity making it more likely that consideration of and the enforcement of the substance of the Policy is eroded over time. If it is agreed that the substance of the Policy is appropriate (which does not appear to be a contention) it should be clearly stated, as is currently done in D.G.S1, and it does not make sense to reduce its prominence.

Response

The fundamental role of a local planning policy is to guide decision making under the planning scheme. This policy acknowledges the role of the existing Seaview Tavern (now 'The Local') as a neighbourhood tavern and states a presumption against its expansion outside the current site boundaries due to the inconsistency of this with its neighbourhood role, and its location in a predominantly residential area.

Whilst it is arguable that there is no particular harm in retaining the policy, the position outlined in the report is that it provides no constructive benefit either: the zoning of the adjoining car park lot already precludes expansion of tavern use onto it and the physical constraints of the lots to the north provide a practical constraint.

Further, the objectives for the Mixed Use zone reinforce the intent that development within the zone be compatible with residential uses and not detrimental to the area's amenity. In the view of City officers, any proposal to expand the tavern onto adjoining land (in terms of built form and increased scale and intensity of use) would not be compatible with this objective of the scheme. The scheme provisions (zoning controls and statement of objectives) provide statutorily much stronger controls than the policy which can be varied at Council's discretion.

Question 2

The argument relied upon by the officer to revoke the Policy is that it is superfluous. This seems to be primarily based on the zoning of the Seaview Tavern/Local Hotel. However, this is not a particularly robust protection, given that there is no guarantee that an attempt will not be made to change the zoning in the future. In this context, the Policy is an important safeguard to ensure that the tavern's role as a neighbourhood tavern is considered in any future application to change the zoning.
Further, the current zoning restrictions only address the issue of use and not the seperate issue of encroachment of the footprint of the tavern into the residential area.

Response
A local planning policy operates under the planning scheme so does not normally inform the content of the scheme - i.e. the scheme is the higher order statutory document. It is the role of the Local Planning Strategy to set strategic direction which forms the basis of future land zoning, and the Strategy would be the primary document that would guide assessment of any future proposal to rezone the lots on which the tavern is located. The current zoning of the tavern car park lot as residential (and the residential zoning of lots to the east) would address the issue of encroachment of the footprint of the tavern (as well as use) into the residential whether the policy exists or not, as a tavern is an 'X' use (meaning not permitted) in the residential zone under the local planning scheme, and therefore a development application to extend the tavern building onto land which is zoned residential would not be permitted to be approved due to the planning scheme controls.

Question 3

The officer's comments on the lot to the north of the Seaview/Local, seems to be aimed at explaining why a seperate policy is not required to address the issue of encroachment. The officer notes that a heritage duplex is located on this site and the implication appears to be that this prevents the Seaview/Local expanding to this site. This logic is flawed because (1) expanding the Seaview/Local to this site would not necessarily require demolition of the existing duplex; and (2) the officer's comments themselves acknowledge that while support for demolition would be "highly unlikely", rejection of such a proposal is not guaranteed. Therefore again, the Policy is an important safeguard to protect the existing character of the tavern and the interests of the surrounding residents.

Response
Officers acknowledge the mixed use zoning of the lot to the north of the existing tavern does not preclude an expansion of the tavern use in the same way that the residential zoning of the lots to the east does (see response to question 2 above). However in the view of officers the practical constraints and the

heritage status under the planning scheme of the property to the north carry sufficient weight to guide Council's assessment of any such proposal, if it were to occur in the future, without the provisions contained in the policy. Further, the objectives for the Mixed Use zone reinforce the intent that development within the zone be compatible with residential uses and not detrimental to the area's amenity. As stated in the response to question 1 above, in the view of City officers any proposal to expand the tavern onto adjoining land to the north (in terms of built form and increased scale and intensity of use) would not be compatible with this objective of the scheme and this factor would weigh heavily against the approval of any future development application proposing such an expansion.

Question 4

Further, on the issue of encroachment, the officer's comments only refer to the lot immediately to the north of the Seaview/Local and nothing is said about the current carpark and other surrounding residential lots.
Whilst the view may be that the current residentially zoned lots would not be re-zoned, the Policy is an important safeguard to prevent this from ever happening.

Response
See response to question 2 above.

5. Public question time

The following member of the public spoke in relation to item PC2204-1.

Matthew Ryder

The following member of the public spoke in relation to item PC2204-3.

Even Rogers

The following member of the public spoke in relation to item PC2204-5.

Joshua Paparo

The following member of the public spoke in relation to item PC2204-6.

Deborah Friedmann

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The following members of the public spoke in relation to item PC2204-8.

Carlo Famiano

Michael Purves

The following members of the public spoke in relation to item PC2204-9.

Kristin Thornton

Kevin Carter – Statement read by officers

Hamish Gleeson

Jim Sottile

The following members of the public spoke in relation to item PC2204-12.

Gerard MacGill

Tim Dawkins

Lex Barnett

6. Petitions

Nil

7. Deputations

7.1 Special deputations

Nil

7.2 Presentations

Nil

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8. Confirmation of minutes

COMMITTEE DECISION
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

The Planning Committee confirm the minutes of the Planning Committee meeting dated 2 March 2022.

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

9. Elected member communication

Nil

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10. Reports and recommendations

10.1 Deferred Items

PC2204-1 DEFERRED ITEM - BROMLEY ROAD, NO. 32 (STRATA LOT 1) HILTON – PATIO ADDITION TO EXISTING GROUPED DWELLING (TG DA0459/21)

Meeting Date:	6 April 2022
Responsible Officer:	Manager Development Approvals
Decision Making Authority:	Committee
Agenda attachments:	1. Amended development plans
Additional information:	1. Site Photos
	2. Heritage assessment of amended plans

SUMMARY

Approval is sought for the addition of a patio in front of the existing dwelling at 32 Bromley Road, Hilton.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought. The application seeks discretionary assessments against the Hilton Local Planning Policy (LPP 3.7). These discretionary assessments include the following:

- **Lot boundary setback (south)**
- **Heritage impact**

The subject application was considered at the Planning Committee meeting on 2 February 2022, where the Planning Committee deferred consideration of the application for the applicant to make amendments to the proposal plans in accordance with the following:

> ***Refer the application to the Administration with the advice that the Council is not prepared to grant planning approval to the application for patio addition to existing Grouped Dwelling at No. 32 (Strata Lot 1) Bromley Road, Hilton based on the current submitted plans, and invite the applicant, prior to the next appropriate Planning Committee meeting, to consider submitting amending plans that retain a more open vista of the original cottage from the streetscape.***

On 9 February 2022, the applicant submitted amended plans reversing the orientation of the proposed patio and on 29 March 2022 the applicant submitted further amended plans making the following amendments:

- **Reversing the orientation of the patio so the high side faced the primary street.**
- **A reduction in the width of the eave which overhangs the dwelling roof from 1.06m to 0.8m.**
- **Increasing the overall height of the patio from 2.45m to 2.9m.**

The amended application remains recommended for refusal.

PROPOSAL

Detail
Approval is sought for the addition of a patio to an existing Grouped Dwelling at 32 Bromley Road, Hilton. The proposed works comprise the addition of a patio over an existing low deck in front of the dwelling.

The subject application was considered at the Planning Committee meeting on 2 February 2022, where the Planning Committee deferred consideration of the application for the applicant to make amendments to the proposal plans in accordance with the following:

> *Refer the application to the Administration with the advice that the Council is not prepared to grant planning approval to the application for patio addition to existing Grouped Dwelling at No. 32 (Strata Lot 1) Bromley Road, Hilton based on the current submitted plans, and invite the applicant, prior to the next appropriate Planning Committee meeting, to consider submitting amending plans that retain a more open vista of the original cottage from the streetscape.*

On 9 February 2022, the applicant submitted amended plans reversing the orientation of the proposed patio and on 29 March 2022 the applicant submitted further amended plans making the following amendments:

- Reversing the orientation of the patio so the high side faced the primary street and the patio slopes away from the primary street.
- A reduction in the width of the eave which overhangs the dwelling roof from 1.06m to 0.8m.
- Increasing the overall height of the patio from 2.45m to 2.9m.

Amended development plans are included as attachment 1.

Site/application information

Date received:	28 October 2021
Owner name:	M Ryder
Submitted by:	Perth Patio Magic
Scheme:	Residential R20/25
Heritage listing:	Hilton Heritage Area
Existing land use:	Grouped Dwelling
Use class:	Grouped Dwelling
Use permissibility:	D (Existing)

CONSULTATION

External referrals
Nil required.

Community
The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the proposal involved a reduced lot boundary setback to the southern site boundary. The advertising period concluded on 29 November 2021, and no submissions were received.

Further consultation was undertaken by the City in relation to the addition being located forward of the dwelling alignment, ending on 21 January 2021 with no responses having been received.

Consultation was not undertaken in relation to the amended plans submitted by the applicant on 29 March 2022 due to the minor nature of the changes.

OFFICER COMMENT

Statutory and policy assessment
The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application the areas outlined below do not meet the Deemed-to-comply or policy provisions and need to be assessed under the Design principles:

- Lot boundary setback (south)
- Heritage impact

The above matters are discussed below.

Background
The subject site is located on the eastern side of Bromley Road in Hilton. The site has a land area of approximately 376m² and is currently occupied by an existing dwelling with a front deck. The site is zoned Residential and has a density coding of R20/25. The site is not individually heritage listed but is located within the Hilton Heritage Area.

The site is generally flat and occupied by an existing original Hilton house which has been recently upgraded and restored, including a large deck in front of the dwelling. The original parent lot was subdivided in approximately 2016 to create a new lot to the rear of the site accessed by the shared common property driveway. Through the subject subdivision application, the area in front of the dwelling was noted as the area for the outdoor living area of the subject site.

The subject application was considered at the Planning Committee meeting on 2 February 2022, where the Planning Committee deferred consideration of the application for the applicant to make amendments to the proposal plans in accordance with the following advice:

> *Refer the application to the Administration with the advice that the Council is not prepared to grant planning approval to the application for patio addition to existing Grouped Dwelling at No. 32 (Strata Lot 1) Bromley Road, Hilton based on the current submitted plans, and invite the applicant, prior to the next appropriate Planning Committee meeting, to consider submitting amending plans that retain a more open vista of the original cottage from the streetscape.*

On 9 February 2022, the applicant submitted amended plans reversing the orientation of the proposed patio and on 29 March 2022 the applicant submitted further amended plans making the following amendments:

- Reversing the orientation of the patio so the high side faced the primary street.
- A reduction in the width of the eave which overhangs the dwelling roof from 1.06m to 0.8m.
- Increasing the overall height of the patio from 2.45m to 2.9m.

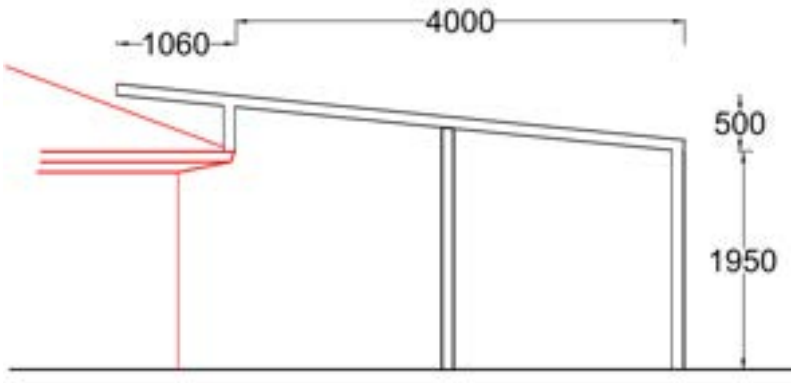

Image 1: Original proposal elevation

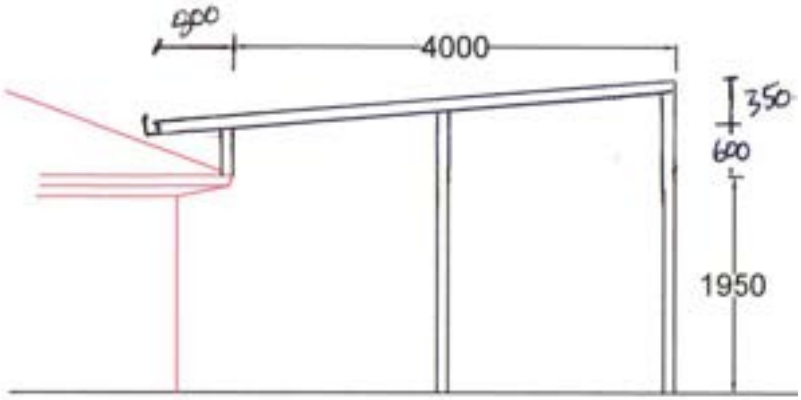

Image 2: Amended proposal elevation

Heritage impact

In accordance with LPP 3.7, additions and alterations to existing dwellings in the Hilton Heritage Area should be located to the side or rear of the existing dwelling. In this instance it is noted that the proposal comprises cover over the outdoor living area to the front setback area of the site and that due to the subdivision layout for the parent property there is little to no opportunity to provide a shaded outdoor living area to the side or rear of the dwelling.

In accordance with the attached updated heritage assessment, the amended patio is considered to unduly impact the heritage significance of the existing dwelling, as well as the Bromley Road Streetscape. It is noted that in principle, the concept of a shade structure to the front garden of the dwelling can be supported, however the addition would need to have a minimal impact upon the heritage building fabric, as well as the presentation of the place from the street so as to satisfy the conservation objectives of the Hilton Heritage Area policy (LPP 3.7) and protect the heritage values of the subject site.

Following the submission of the updated proposal plans on 9 February 2022, the City suggested several alternative design solutions which could have been supported by the City on heritage grounds, however the applicant elected to maintain the amended plans with the patio sloping away from the primary street boundary.

While it is acknowledged that the amendments may allow a clearer view of the front wall of the house from the street, the changes do not address key comments from the earlier heritage assessment:

- The structure is attached to the eaves of the front elevation of the house in an awkward and visually intrusive way.
- The structure is very large and extends across more than half of the building façade, concealing the form of the house behind.
- The revised roof form is higher than the previous scheme and is a more dominant feature in front of the house.

It is noted that some allowance can be given in LPP 3.7 for the upgrading of houses in the heritage area to provide a significantly higher level of energy efficiency through solar passive design. This has generally been interpreted as allowing for window awnings to the front of dwellings, rather than larger modifications that substantially change the character of the front of a dwelling such as the subject proposal.

For the reasons outlined above, the addition is considered to result in an undue impact onto the heritage significance of the Bromley Road Streetscape and therefore is recommended for refusal.

Lot boundary setback (south)

Element	Requirement	Proposed	Extent of Variation
Southern setback	1.5m	1.1m	0.4m

The proposed southern lot boundary setback is considered to satisfy the relevant design principles of the R-Codes for the following reasons.

- The patio is an open sided structure of limited building bulk, and adjoins the neighbouring driveway and carport structure, both areas of the adjoining lot are not considered to be unduly sensitive to building bulk.
- The shade cast by the addition will be limited due to the low height of the patio, and any midwinter shade is to fall over the neighbouring driveway, rather than sensitive major openings onto habitable rooms or outdoor living areas.
- The patio is over the existing deck in front of the dwelling and there will be little to no change with respect to the visual privacy impact of the works.

On the basis of the above considerations, if the patio were considered to be an appropriate heritage outcome for the site, the reduced southern lot boundary setback is considered worthy of support.

CONCLUSION

In accordance with the above assessment, it is considered by officers that the amended development will still unduly impact the heritage significance of the existing dwelling, as well as the Bromley Road streetscape. For this reason, the application remains recommended for refusal.

Alternative recommendation

Should PC consider that the proposed Patio is not going to have a significant impact on the heritage significance of the place or streetscape, the following alternate recommendation is provided for consideration.

Council, under delegation 3.22:

> *APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 the additions (patio) to existing Grouped Dwelling at No. 32 (Strata Lot 1) Bromley Road, Hilton at subject to the following conditions:*
>
> *1. This approval relates only to the development as indicated on the approved plans, dated 29 March 2022. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.*

2. *All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.*

Advice note
i) A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

STRATEGIC IMPLICATIONS
Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

OFFICER'S RECOMMENDATION

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

REFUSE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, the additions (patio) to existing Grouped Dwelling at No. 32 (Strata Lot 1) Bromley Road, Hilton, as detailed on plans dated 29 March 2022, for the following reasons:

1. The proposal is detrimental to the amenity of the area and incompatible with the objectives of the Residential Zone set out in clause 3.2.1 (a) of the Local Planning Scheme No. 4 as per clauses 67(a) (ensuring that the aims and provisions of the Scheme have been met) (k) (the built heritage conservation of any place that is of cultural significance) and (m) (the compatibility of the development with its setting) of the Deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

2. The proposal is inconsistent with the City of Fremantle's Planning Policy *Local Planning Policy 3.7 – "Hilton Garden Suburb Precinct" Heritage Area Local Planning Policy* as the proposed patio addition is located in front, and over the roof of the existing dwelling and will have an adverse impact upon the presentation of this heritage place

and its contribution to the Hilton Heritage Area due to the dominance of the addition.

lost: 0/7
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

COMMITTEE DECISION ITEM PC2204-1
(Alternative officer's recommendation)

Moved: Cr Ben Lawver **Seconded: Cr Andrew Sullivan**

Council, under delegation 3.22:

APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 the additions (patio) to existing Grouped Dwelling at No. 32 (Strata Lot 1) Bromley Road, Hilton at subject to the following conditions:

1. ***This approval relates only to the development as indicated on the approved plans, dated 29 March 2022. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.***

2. ***All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.***

Advice note

i) A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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PC2204-3 LOCAL HERITAGE SURVEY AND HERITAGE LIST - ANNUAL UPDATE 2021 – 63 THOMPSON ROAD, NORTH FREMANTLE

Meeting Date:	6 April 2022
Responsible Officer:	Manager Strategic Planning
Decision Making Authority:	Council
Agenda Attachments:	1. Heritage Assessment Review, Hi Fidelity Studio, Griffiths Architects 25/03/2022 2. City officers' Heritage Assessment, 63 Thompson Road, North Fremantle, City of Fremantle 30/08/2021
Additional Information:	Schedule of Submissions Yearly LHS & Heritage List Update 2021

SUMMARY

The purpose of this report is to consider the inclusion of Hi-Fidelity Recording Studio (Fmr.), 63 Thompson Road North Fremantle on the Heritage List and the Local Heritage Survey as part of the periodic update of the Local Heritage Survey (LHS) required under the *Heritage Act 2018* and Council's Local Planning Policy 2.6. The consideration of this place for heritage listing was deferred from the 23 February 2022 Council meeting to provide the landowner additional time to obtain advice and provide comment on this proposal. An independent review of the City of Fremantle heritage assessment was provided by the landowner on Friday 25 March 2022 and it recommended that the property should not be included on the Heritage List or if it was included then the Local Heritage Survey management category should be changed from Level 2 to Level 3.

After considering the further information provided by the landowner, this report recommends that the place should be included on the Heritage List and LHS as originally recommended.

BACKGROUND

The *Heritage Act 2018* requires that local governments prepare and maintain a Local Heritage Survey (LHS) of places that in its opinion are, or may become, of cultural heritage significance. That survey is required to be periodically updated and reviewed. Places on the LHS are recognised but do not automatically enjoy statutory protection.

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The *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations') Schedule 2 'Deemed Provisions for local planning schemes' part 3 make provision for the establishment and maintenance of a Heritage List and Heritage Areas which have been identified as of significance and worthy of built heritage conservation. Places on the Heritage List and in Heritage Areas have statutory protection under the planning scheme.

Council adopted its initial Local Heritage Survey (then called a Municipal Heritage Inventory) in September 2000 and subsequently adopted a Heritage List based on the Inventory through the provisions of Local Planning Scheme No. 4 (gazetted in 2007). Both have been amended since that time.

The City's *Local Planning Policy 2.6* outlines the process for modification of the LHS and Heritage List, including provisions for dealing with requests from property owners for inclusion, removal or amendment. This includes consideration of requests for modifications annually. The annual update forms part of the routine maintenance of these documents and complements but does not replace broader, more general reviews.

Maintenance of the City's LHS and Heritage List contributes to Council's objective to "*sustain and grow arts and culture and preserve the importance of our social capital, built heritage and history*".

On 15 September 2021, Council considered a report on the 2021 annual update and resolved to invite comment from 18 landowners affected by the proposed modifications to the Local Heritage Survey (LHS) and Heritage List with the intention that: "*In the event of landowners making no objection to modifications recommended to the Local Heritage Survey and Heritage List, that these changes be adopted, documented and communicated to the Heritage Council of Western Australia, and the City's records updated accordingly. Where objection is received, the recommendation be referred back to Council.*"

In relation to 63 Thompson Road, the following changes were proposed to the Heritage List and LHS:

Place	*Local Heritage Survey*	*Heritage List*	*Reason*
Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road, North Fremantle	*Add as "Level 2"*	*Add to Heritage List*	*Heritage Assessment has confirmed that the place has cultural heritage significance and is worthy of conservation*

The Heritage Assessment prepared by City Officers in August 2021 (see Agenda Attachment 2) found that Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road, a concrete block commercial building from the Late Twentieth Century had considerable cultural heritage significance in its own right within the context of Fremantle and its conservation was a priority. The Statement of significance read as follows:

Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road has cultural heritage significance for the following reasons:

- *It has aesthetic and rarity value as a simple but well composed example of the work of Iwan Iwanoff and as an idiosyncratic example of the Late Twentieth Century Brutalist style of architecture,*
- *it has historic and social value as an example of the light industrial and commercial development that was established in North Fremantle between the 1890s and 1970s. It illustrates the development of this traditional mixed use industrial and residential working class area before the rise of car ownership and the introduction of Post-War zoning plans, and*
- *it contributes to the character of the North Fremantle Heritage Area*

Consultation with affected landowners and tenants was undertaken between 3 November and 26 November 2021 in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*. The following is a summary of the two objections received during the consultation period:

- An objection to listing from the landowners of 84 Hampton Road, Fremantle.
- An objection to listing from the landowners of 63 Thompson Road, North Fremantle for a range of reasons, including the poor standard of the building, its incongruity with North Fremantle's character, a perceived lack of heritage or architectural quality, existing asbestos and further development aspirations. The objection included a request for extension of time to April 2022 to allow them to obtain professional advice to support their case. In response to this request officers have advised the submitter of the timeframe for presenting this matter to the Planning Committee and Council for consideration, and opportunities for the submitter to make a deputation to elected members at these meetings prior to the agenda item being considered.

The outcomes of consultation with affected landowners on the proposed updates and the officer recommendations on the consultation were presented at the 2 February 2022 Planning Committee.

Officers considered each submission and reconsidered each property's significance in relation to the Burra Charter criteria (as per local planning policies 1.6 and 2.6) but remained of the view that both properties meet the thresholds for listing and were worthy of protection. No change to the recommendation was therefore proposed.

Planning Committee supported the officer recommendations regarding the heritage listings where no objections were received during consultation, and the two properties where objection were received were referred to the Council Meeting on 23 February 2022 for consideration.

At the Council Meeting on 23 February 2022 Council resolved to modify the Heritage List and Local Heritage Survey in regard to 84 Hampton Road as recommended, but resolved to defer consideration of the recommended listing of 63 Thompson Road to allow the landowner additional time to obtain advice and provide comment.

The purpose of this report is to consider the additional information provided by the landowner of 63 Thompson Road, North Fremantle to support their objection to the proposed heritage listing of their property.

OFFICER COMMENT
The heritage assessment review by Griffiths Architects dated 25/03/2022 (see Agenda Attachment 1) disagreed with the recommendations of the City's internal heritage assessment and concluded that "*the City's assessment overstates the significance of the place*" and that "*the property should not be placed on the Heritage List. Alternatively, should the council be inclined to include the place in the Heritage List, at best its heritage value sits more comfortably as a Management Category 3 place*."

The independent report included some new information on the physical condition of the place but no significant documentary information. Griffiths Architects gained access to the interior of the place on 10 March 2022 and they recorded that, apart from some interior partitioning and some fittings and services installed for laboratory use, the interior of the building was largely intact. The plan form was found to be much the same as constructed and the original purpose of the studio remained discernible. Internal photographs are included in the heritage assessment review.

Most of the reasons presented in the heritage assessment review to demonstrate the limited heritage significance of the place had already been raised by the landowner during the public consultation phase of the annual update and these arguments had previously been rebutted by officers, refer to Schedule of Submissions.

Officers have considered the findings of the Heritage Assessment Review by Griffiths Architects and re-assessed the heritage significance of 63 Thompson Road but remain of the view that:

- the place meets the threshold for inclusion on the City of Fremantle Heritage List;
- the management category for the place should be Level 2 – "The City of Fremantle has identified this place as being of considerable cultural heritage significance in its own right within the context of Fremantle and its conservation is a priority" because it has individual and collective significance and is largely intact.

It is noted that heritage listing does not automatically preclude any change or development to a place, though it does add a constraint and layer of complexity.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

The *Heritage Act 2018* requires periodic update and review of the LHS. The requirement is met by this report.

CONSULTATION

The *Heritage Act 2018* and the *Planning and Development (Local Planning Schemes) 2015 Regulations* specify consultation requirements with the landowners of all affected properties prior to modification to the Local Heritage List and Heritage List, respectively. Consultation has occurred in accordance with these requirements.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

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OFFICER RECOMMENDATION

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council

1. Note the further information provided by the landowner of 63 Thompson Road North Fremantle in relation to the 2021 Local Heritage Survey and Heritage List Yearly Update as outlined in Attachment 1.

2. Modify the Local Heritage Survey and Heritage List as follows:

Place	*Local Heritage Survey*	*Heritage List*	*Reason*
Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road, North Fremantle	*Add as "Level 2"*	*Add to Heritage List*	*Heritage Assessment has confirmed that the place has cultural heritage significance and is worthy of conservation*

AMENDMENT

Moved: Cr Andrew Sullivan Seconded: Cr Ben Lawver

Amend the Local Heritage Survey level from 2 to 3 as follows

Place	***Local Heritage Survey***	***Heritage List***	***Reason***
Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road, North Fremantle	***Add as "Level ~~2~~ 3"***	***Add to Heritage List***	***Heritage Assessment has confirmed that the place has cultural heritage significance and is worthy of conservation***

Amendment carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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COMMITTEE DECISION ITEM PC2204-3
(Amended officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council

1. **Note the further information provided by the landowner of 63 Thompson Road North Fremantle in relation to the 2021 Local Heritage Survey and Heritage List Yearly Update as outlined in Attachment 1.**

2. **Modify the Local Heritage Survey and Heritage List as follows:**

Place	*Local Heritage Survey*	*Heritage List*	*Reason*
Hi Fidelity Recording Studio (Fmr.), 63 Thompson Road, North Fremantle	***Add as "Level 3"***	***Add to Heritage List***	***Heritage Assessment has confirmed that the place has cultural heritage significance and is worthy of conservation***

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

10.3 Committee delegation

PC2204-5 HIGH STREET, NO. 81 (LOT 1), FREMANTLE – PARTIAL CHANGE OF USE TO TAVERN AND INTERNAL FIT OUT OF EXISTING BUILDING (ED DA0501/21)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Agenda attachments: 1. Amended Development Plans
Additional information: 1. Site Photos
2. Acoustic Report
3. Revised Noise Management Plan
4. Waste Management Plan

SUMMARY

Approval is sought for a partial change of use from Club Premises to Tavern including the internal fit out of the existing rear ground floor tenancy at 81 High Street, Fremantle.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and comments received during the notification period. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4) and Local Planning Policies. These discretionary assessments include the following:

- **Discretionary Land Use (Tavern); and**
- **Car Parking.**

The application is recommended for conditional approval.

PROPOSAL

Detail
Approval is sought for a partial change of use of the now vacant 'Club Premises' (previously occupied by the Fremantle RSL Wyola Club) to a 'Tavern' land use. The application also includes an internal fit out of the rear ground floor tenancy within the existing building. Specifically, the proposal comprises the following:

- The use of the rear ground floor tenancy at the property as a Tavern, including live music performances and a full dining menu available for patrons for both lunch and dinner;
- The Tavern tenancy is approximately 434m^2 in area overall with 205.8m^2 of public bar area;

- The hours of operation are proposed to be:
  - Mon-Tues: 4:00PM – Midnight;
  - Wed-Fri: 4:00PM – 1:00AM;
  - Sat: 12:00PM – 1:00AM; and
  - Sun: 12:00PM – Midnight
- Internal fit out and alterations of the existing rear ground floor tenancy at the property to accommodate the new use.

The applicant submitted amended plans and supporting information on 14 February 2022, including the following:

- Additional details on internal fit-out (sound proofing, floorboard replacement/renovation plan, boarding up of redundant openings and other details on internal fit-out);
- Revised Venue Management Plan;
- External Noise Technical Memorandum
- Revised Noise Management Plan
- Waste Management Plan
- Waste Management Noise Technical Memo

Amended development plans are included as Attachment 1 and the above additional documents can be found as additional information to this report.

Site/application information

Date received:	23 November 2021
Owner name:	P & D Civil & Structural Engineering Pty Ltd
Submitted by:	Roadhouse Promotions Pty Ltd
Scheme:	City Centre
Heritage listing:	State Registered as part of West End, CoF Listed (1B) and West End Heritage Area
Existing land use:	Vacant, previously Club Premises (RSL Wyola Club)
Use class:	Tavern
Use permissibility:	A

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CONSULTATION

External referrals

Heritage Comments (From the City under delegation from the Heritage Council of Western Australia)

The subject site is located within the state registered curtilage of the West End, Fremantle (Place No. 25225), is on the State Heritage List (Place No. 00922 – RSL Club 81-83 High Street) and on the City of Fremantle Municipal Heritage Inventory (management category 1B). Given the proposed works are internal alterations, the heritage impact of the application was consequently assessed by the City acting under delegation from the Heritage Council of WA (HR401) pursuant to Section 22(1) of the *Heritage of Western Australia Act 1990*.

After requesting further details of the internal fit-out works be shown on the development plans (refer amended development plans), the City's Heritage Assessment concluded the following:

The proposed works to this rear ground floor tenancy, which was relatively recently fitted out for the Wyola Club c. 2010, will have little impact on the heritage value of this building because affected fabric has little heritage significance. Most work is associated with the replacement of internal finishes, furniture and kitchen equipment all of which date from c. 2010. The modification of the roof to the north addition and the blocking up of small windows on the east side of the building will have little heritage impact as these elements date from the Post-War era.

As such, the proposed works were considered acceptable subject to the following recommended conditions of approval:

1. New floor coverings are not to be stuck to the original timber floors.
2. Dry lining behind kitchen equipment fixed to original solid construction external walls.
3. Protect etched glass panels above existing bar. Carefully remove panels and safely store on site for future use.

These conditions and additional details will be required prior to the issue of a building permit application for the proposed works, should the application be approved.

Fremantle Ports
The application was referred to Fremantle Ports as the subject site is located within Fremantle Port Buffer Area 2. Fremantle Ports have requested that the development complies with the Local Planning Policy 2.3 standard built form requirements for Area 2.

As the proposal comprises a fit-out and change of use only, these elements are not readily incorporated into the proposal. The comments from Fremantle Ports are noted, however it is not considered necessary to apply conditions to this effect as the building is already in existence.

Community
The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal involved a land use which requires consultation in accordance with Local Planning Scheme No. 4. The advertising period concluded on 25 January 2022 and a total of 2 submissions were received in objection to the proposal. The applicant also provided 10 letters of support for the new venue from other local businesses and musicians within the Fremantle area.

The following concerns were raised in the objecting submissions (summarised) and the applicant's response to these key themes is provided in the following table:

Concern	Applicant Response
The application is for 6-day trading, 4pm to midnight and extended closing hours on application; this will cause unacceptable and excessive noise nuisance for any nearby residential property and constant disturbance for residents.	*The management controls and mitigation measures described in the Proponent's Venue Noise Management Plan* (**Attachment 3**)*, Venue Management Plan and Restrictive Trading Conditions documents set out the comprehensive policies and operational procedures that will be in force at all times to ensure that all aspects of the venue, including sound issues, are managed carefully and effectively.* *From an early stage the Proponent has developed the details the proposed operation of the venue and the physical nature of the Premises in consultation with the reputable acoustic engineering firm, Herring Storer Acoustics. The acoustic attention measures that have been implemented in construction of the Premises combined with the operational controls referred to will ensure that the venue operates during all trading hours in full compliance with the strict noise levels prescribed by the Environmental Protection (Noise) Regulations, as evidenced by the report of Herring Storer Acoustics* (**Attachment 2**)*.* *Further, the Proponent has developed a range of management operational procedures to mitigate against the risk of disturbance from deliveries, general rubbish collection and the collection, internal handling and removal of glass: See Noise Management Plan and Waste Management Noise Technical Memorandum*
Patrons of the venue may cause noise and and or anti-social behaviour within the street when leaving the venue.	*These comments are speculative and appear to be based on incorrect*

	assumptions about the nature of the proposed venue. *The following key features of the proposed venue are noted which indicate a low risk of disturbance due to the behaviour of patrons egressing the venue:* *Size: The proposed maximum capacity of persons will not constitute a significant addition of the number of persons that typically travel to central Fremantle to socialise.* *Ambiance: Casual, relaxed and friendly environment.* *Patron profile: Catering to a broad range of community members covering a wide range of ages.* *Dining services: Significant focus on dining services with benefits for the responsible service of alcohol.* *Seating: Substantial seating for patrons provided throughout the venue to assist in the creation of a relaxed and casual ambiance and to facilitate and encourage a dining culture.* *Patron management and RSA: The Venue Noise Management Plan (***Attachment 3***) and Venue Management Plan detail the policies and procedures that will be enforced by the Applicant to ensure that during all hours of trade, the venue is operated in a controlled manner and that noise mitigation measures are adhered to.* *Security: licensed crowd controllers will be engaged to monitor the entrance to*

	the venue and internal areas during key trading periods.
Existing concerns for both the local businesses and the general public as to the current lack of parking in the area will be greatly exacerbated by the operations of this tavern proposal and they propose no parking to address this matter.	Refer 'Car Parking' section of the report in the Officer Comment section below. Detailed response from the applicant provided in response to public comments and officer request.
Odour from the kitchen exhausts will adversely impact the amenity of residential neighbours.	*A new exhaust system is being installed as part of the proposed kitchen fit-out by licenced companies Dunbar and Kleenduct WA. The unit is a smoke eliminating unit that complies with AS1851, AS1668.1 and AS1668.2. The unit will also be programmed for regular maintenance and filter cleaning via a works contract.*
The toilet facilities appear to be inadequate for the proposed numbers, which is likely to mean at closing time some people will be inclined to avail themselves of the public domain.	*The current layout for toilets does in fact satisfy the previous Wyola Club Licence for 200 persons, meeting BCA requirements.* *As part of the renovation Roadhouse Promotions will be adding a third female toilet pan and an additional two urinals for the men. This has the effect of (i) improving the amenities for the comfort and enjoyment of patrons, (ii) achieving toilet requirements above code mandated minimum requirements, and (iii) reducing the risk of toilet use congestion and public urination.* *The venue will therefore have toilet facilities in excess of what is required for the capacity.*
The proposed tavern business will be materially different and inconsistent with the previous tenant. The building	*The premises and proposed tavern described in the Proponent's submissions describe a venue that has*

has been unoccupied for many years. The previous tenant (Rheola Club) (sic) operated pursuant to a different licence designed principally to serve only members and some limited number of guests. The applicant proposes to attract the general public to a completely different style and nature of licensed premise with loud live music regularly playing during later trading hours and for larger numbers of people.	*several commonalities and several differences with the previous use of the premises as the "Wyola Club". Regardless of how the proposed venue compares with its previous use, the positive features of the Proponent's venue are apparent, as set out in these and previous submissions.*

In response to the above, the following comments are provided by officers:

- In relation to noise from the premises, the development will be required to comply with the *Environmental Health (Noise) Regulations 1997*. The applicant has provided an Acoustic Report (**Attachment 2**) and Noise Management Plan (**Attachment 3**) that provide both physical (design & material) and operational (management) noise mitigation measures to maintain compliance with the relevant regulations. The City's Environmental Health team have reviewed these documents and found them to be satisfactory, subject to additional conditions of approval being imposed.
- A Waste Management Plan (**Attachments 4**) has been submitted in support of the proposal and found satisfactory to the City. These also include provisions that glass waste will not be disposed of into bins, nor collected between 7:00PM – 7:00AM Monday to Saturday and 7:00PM to 9:00am Sunday and Public Holidays so as not to create noise nuisance associated with waste disposal/collection during these more sensitive times.
- The applicant has provided a Venue Management Plan and Noise Management Plan (**Attachment 3**) to address and mitigate any potential nuisance causing behaviour of patrons should it arise and have management practices in place to minimise disturbances.
- The adjoining footpaths and streets of the subject are well lit to allow for adequate safety for patrons late at night. The proposed Tavern is also adjacent to numerous other civic, retail and similar hospitality uses, including being only 50m from the Fremantle Police Station, that will provide passive surveillance and activity to deter any anti-social behaviour and/or nuisance associated with patrons from the venue.
- Car parking matters are assessed in detail within the Officer Comment section of the report below.
- The operating hours of the business are generally controlled by the Department of Local Government, Sport and Cultural Industries which approves liquor licenses, however, these are considered appropriate for a City centre venue.

- The City of Fremantle does not currently restrict the density of particular land uses within the City Centre area, a Tavern land use is a use which can be considered in this zone and is generally more appropriate within a City Centre context.

The remaining comments are addressed in the officer comment below.

OFFICER COMMENT

Statutory and policy assessment
The proposal has been assessed against the relevant provisions of LPS4 and relevant Council local planning policies. In this particular application the areas outlined below require discretionary assessment:

- Land Use (Tavern).
- Car parking.

The above matters are discussed below.

Background
The subject site is located on the southern side of High Street, bound by Market and Pakenham Street. The site has a land area of approximately 685m² and is currently vacant, however was previously used a Club Premises and occupied by the Fremantle RSL Wyola Club. The site is zoned City Centre.

The site is located within the state registered curtilage of the West End, Fremantle (Place No. 25225), is on the State Heritage List (Place No. 00922 – RSL Club 81-83 High Street) and on the City of Fremantle Municipal Heritage Inventory (management category 1B).

The existing building comprises three tenancies, one on the first floor (currently vacant), one on the rear portion of the ground floor (former 'Club Premises', subject of this application) and one on the front portion of the ground floor (currently a 'Shop'), all are accessed via the High Street frontage. This portion of High Street is characterised by a range of food and beverage, retail, office and other professional service uses with a limited number of residential dwellings and tourist accommodation in surrounding properties on upper floors.

A search of the property file has revealed the following history for the site:

- DA0293/20 - Restoration Works to Facade of Existing Building;
- DA0631/16 – Maintenance to Existing Building;
- LL0002/15 - DA - Section 40 - Liquor Licence (Club Premises)
- DA0646/14 - Removal of existing flooring and installation of replacement flooring materials;

Land Use

A Tavern dwelling is an 'A' use in the City Centre Zone, which means that the use is not permitted unless the Council has exercised its discretion by granting planning approval and has undertaken consultation with surrounding landowners. In considering an 'A' use the Council will have regard to the matters to be considered in the *Planning and Development (Local Planning Schemes) Regulations 2015*. In this regard the following matters have been considered:

(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.
(m) The compatibility of the development with its setting including the relationship of the development on adjoining land or on other land in the locality including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.
(n) The amenity of the locality including the following:
(i) Environmental impacts of the development
(ii) The character of the locality
(iii) Social impacts of the development
(y) Any submissions received on the application.

The proposed development is considered to address the above matters for the following reasons:

- The proposed land use is consistent with existing businesses in the City Centre area and is consistent with the objectives and character of the City Centre Zone in providing for a range of entertainment services including those that service the night-time economy of Fremantle. The use contributes to a full range of social, recreational and entertainment services consistent with the region-serving role of the centre as set out in the zone objectives of LPS4.
- The proposed development is not considered to unduly impact adjoining properties by way of its scale or appearance in that there are no external changes to the existing property. Two submissions were received in objection to the proposal and these have been adequately responded to by further information from the applicant as well as discussed in detail in the officer comment section of the report; see further discussion on the issue of noise below.

- It is considered that the social and amenity impacts of the use can be appropriately managed by existing regulations, the management plans submitted with the application and recommended conditions of development approval.

Noise is perhaps the most sensitive of amenity considerations for the land use and concerns were also highlighted in the two public submissions received on the proposal, outlined above. The applicant has provided an Acoustic Report (**Attachment 2**) and Noise Management Plan (**Attachment 3**) that provide both physical (design & materials) and operational (management) noise mitigation measures to maintain compliance with the relevant noise regulations applicable to the land use. The recommendations proposed within the Acoustic Report include the following:

- External walls and windows: replacement or removal windows, with seals where openable as well as ensuring constructions is continuous with no gaps;
- Ceiling: implementation of either a:
  i. 200mm suspended ceiling grid with 13mm high density plasterboard and insultation; OR
  ii. 400mm suspended ceiling grid with 10mm standard plasterboard and insulation.
- Music level: general levels of music to be limited to 88dB(A) at the mixing desk.
- Operational parameters: doors and windows to be shut when possible and practicable.

Furthermore, the Noise Management Plan provides more operational and managerial noise mitigation measures through staff training and responsibilities, control of music systems, noise measurement and monitoring by an appointed Venue Noise Officer as well as management of glass and waste disposal times to minimise noise nuisance at sensitive times.

The City's Environmental Health team have also reviewed these documents and found them to be satisfactory; subject to all recommendations in the Acoustic Report being implemented. All recommendations and management practices outlined in the Acoustic Report, Venue and Noise Management Plan will be secured by condition of approval and be required to be implemented and adhered to at all times to maintain compliance with the relevant noise regulations and minimise the potential for noise nuisance to affect neighbouring properties.

On the basis of the above, it is considered that the Tavern use is appropriate for approval in this City Centre location, subject to appropriate conditions of approval.

On Site Car Parking (Table 2 of LPS4)

Required	**Provided**	**Extent of variation**
Tavern - 1:2.5m² of public bar (205.8m² public bar area)	Nil	83 bays
Tavern - 1:5m² of lounge / garden area (0m² of outdoor garden area)	Nil	Nil
Delivery bay 1:service/storage area (1)	Nil	1 delivery bay
	Total	**83 bays and 1 delivery bay**
Bicycle bays		
Tavern		
Class1:1 per 25m² bar floor area & 1:100m2 lounge and beer garden area	Nil	8 class 1 bays
Class 3: 1 per 25m² bar floor area & 1:100m² lounge and beer garden area	Nil	8 class 3 bays

The existing approved use as Club Premises required 12 car parking bays (based on requirement of 1 bay per 50sqm of gross lettable area) for this section of the building, though also provided no on-site parking, which means the shortfall against the LPS4 requirements increases by 71 bays.

In response to the City's request for further information and/or justification for the above parking shortfalls, the applicant provided the following responses (summarised):

- There are 24 street parking bays located on High Street on the same block as the property;
- There are numerous parking facilities within a walkable catchment of the property, including:
  - *Wilson Parking 'Victoria Quay' – 400+ bays*
  - *Wilson Parking 'Cantonment Street' – 250+ bays*
  - *Paddy Troy Mall parking – 70+ bays*
  - *Wilson Parking 'Essex Street' – 100+ bays*
  - *Norfolk Street Parking – 24 bays*
  - *Secure parking bay (Collie Street) – 250+ bays;*
- The site benefits from excellent public transport accessibility including the Fremantle train station services (300m from site), Transperth Fremantle CAT and multiple regular Transperth bus services along South Terrace (80m from site);
- Being located in the City centre, the site benefits from excellent walkability and cyclability from all areas of central Fremantle;
- Based on the nature of the use, patrons are more likely to carpool, use taxis or rideshare services (such as Uber) to get to and from the venue;

- There are multiple public bicycle parking facilities along High Street and other areas within 100m of the venue; and
- There are two public on-street dedicated loading/delivery bays along high street within 20m and 100m of the venue respectively.

All of the above was considered by officers, as well as an internal assessment and evaluation of the appropriateness of the parking relaxation criteria under clause 4.7.3 of LPS 4. For this particular use, in this City centre location; the shortfall was found to be acceptable for the following reasons:

- The existing property and current/former uses (including the former Club Premises which is considered of a similar nature to the proposed Tavern, being a bar) also did not have any on-site car/bicycle parking facilities in the existing situation and are considered to have operated successfully despite this.
- The Tavern use is one associated primarily with the night-time economy of Fremantle and is expected to operate and/or be busy in the evenings. Noting that this development site is in close proximity to High Street mall and a section of Market Street that has a large proportion of office and retail floor area, the peak times for this use will be expected to follow the peak operating hours of surrounding uses as the Tavern is proposed to be open in the late afternoon and evening opening hours. Therefore, the parking demands of the Tavern use should not significantly conflict with these other city centre uses that typically have a demand for parking during standard business hours and fall away in the evenings.
- Numerous public car parking facilities and on street parking bays are provided within a reasonable walkable catchment of the subject site; noting that encouraging the use of private vehicles to travel to and from a use of this nature should not necessarily be encouraged.
- The public transport accessibility level of the site is considered excellent. The subject site is close to multiple public transport services, including the Fremantle Bus Port (250m), Fremantle Train Station (225m), and Fremantle CAT Bus services (140m to Newport Hotel stop, 220m to Phillimore Street stop) that provide connections, thereby readily providing access to the premises via public transport which should be encouraged to such uses.

- Multiple public bicycle parking bays are provided in the immediate locality. LPS4 permits the waiving of bicycle parking bays for minor change of use applications which is considered applicable in this case as the previous lawful use of the subject site was already a licensed club premisses. With respect to the number of persons accessing the site, this will remain generally consistent with the existing use on site.
- The previous lawful use of the subject site, the 'Club Premises' for the Fremantle RSL Wyola Club, was also a licenced premises and that operated satisfactorily without the provision of on-site car/bicycle parking bays and the proposed use is expected to be one with similar patron numbers.
- The subject site has no capacity to provide any on-site parking for any land use as the site is located within a State registered heritage precinct and any significant alteration to provide car parking would likely not be supported due to the negative impact on heritage fabric.
- Deliveries for the premises can be accommodated using existing loading bays on High Street of which there are six along High Street within 50m of the subject site that are limited to 15 minutes and for loading or delivery vehicles only.

Based on the above considerations, the shortfall in vehicle and bicycle parking for the premises can be appropriately managed and accommodated by existing facilities in the city centre locality.

DBU6 – Late Night Entertainment Venues Serving Alcohol
In accordance with the general provisions of DBU6 (Late night entertainment venues serving alcohol), it is considered the local area is well serviced by public streets and Taxi ranks to allow for safe transport to and from the site without significantly disrupting through traffic.

The adjoining footpaths and streets of the subject are well lit to allow for adequate safety for patrons late at night. The proposed Tavern is also adjacent to numerous other civic, retail and similar hospitality uses, including being only 50m from the Fremantle Police Station, that will provide passive surveillance and activity around the site that will serve to further deter any anti-social behaviour and/or noise nuisance from patrons.

It is also considered the subject site has sufficient separation, provided by adjoining buildings, from residential uses and tourist accommodation uses to ensure limited impacts on amenity. Furthermore, the applicant has provided an Acoustic Report as well as Venue and Noise Management Plans that provide both physical (design & materials) and operational (management) noise mitigation measures to maintain compliance with the relevant noise regulations applicable and reduce opportunity for conflict between other such land uses.

Liquor Licensing
Should the subject application be approved, the applicant will be required to make application to the Department of Local Government, Sport and Cultural Industries for appropriate liquor license approval. Any such application will be referred to the City for comment to ensure that the site has the appropriate land use approval.

CONCLUSION

As considered above, the proposed business is considered to appropriately satisfy the relevant statutory requirements of LPS 4 and Council policies. Accordingly, the change of use application is recommended for approval, subject to conditions.

STRATEGIC IMPLICATIONS
Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

COMMITTEE DECISION ITEM PC2204-5
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Change of Use to Tavern and Internal Fit out of Existing Building at No. 81 (Lot 1) High Street, Fremantle, subject to the following condition(s):

1. **This approval relates only to the development as indicated on the approved plans, dated 14 February 2022. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.**

2. **Prior to the issue of a Building Permit for the development hereby approved, details of all recommendations contained in the Acoustic Report, prepared by Herring Storer Acoustic, dated 31 August 2021, including, but not limited to:**

- **External walls and windows: replacement or removal windows, with seals where openable as well as ensuring constructions is continuous with no gaps;**
- **Ceiling: implementation of either a:**
  - **i. 200mm suspended ceiling grid with 13mm high density plasterboard and insultation; OR**
  - **ii. 400mm suspended ceiling grid with 10mm standard plasterboard and insulation.**

Are to be submitted on plans to, and approved by, the City of Fremantle.

3. **Prior to the issue of a Building Permit, further details shall be submitted to, and approved by the City on the following aspects of the works hereby approved:**

   - **New floor coverings are not to be stuck to the original timber floors.**
   - **Dry lining behind kitchen equipment is to be fixed to original solid construction external walls.**
   - **Protect etched glass panels above existing bar. Carefully remove panels and safely store on site for future use.**

   To the satisfaction of the City of Fremantle.

4. **Prior to occupation, all recommendations, works and requirements of the Accoustic Report (prepared by Herring Storer Acoustics, dated 31 August 2021) and the Smoking Alleyway Noise Technical Memorandum (prepared by Herring Storer Acoustics, dated 3 February 2022) shall be implemented and upheld for the life of the development, unless otherwise approved by the City of Fremantle.**

5. **Noise management shall occur in accordance with the Noise Management Plan, prepared by Roadhouse Promotions, dated 14 February 2022. All recommendations and management actions of the approved noise management plan are to be implemented and maintained for the life of the development, to the satisfaction of the City of Fremantle.**

6. **Prior to occupation of the development, the Waste Management Plan, prepared by Roadhouse Promotions in consultation with Write Solutions dated 6 January 2022, shall be amended to include the following:**

a. Waste collection and/or disposal of glass in external bins shall not occur before 0700 hours and after 1900 hours on any day that is not a Sunday or public holiday; and shall not occur before 0900 hours and after 1900 hours on a Sunday or public.

The amended waste management plan is to be implemented and maintained for the life of the development to the satisfaction of the City of Fremantle.

7. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice notes

i) A Building permit is required for the proposed Building Works. A certified BA1 application form must be submitted and a Certificate of Design Compliance (issued by a Registered Building Surveyor Contractor in the private sector) must be submitted with the BA1.

ii) The applicant is advised that the premises must comply with the *Environmental Protection (Noise) Regulations 1997*. For further information contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.

iii) Design and install all mechanical service systems, including air-conditioners, pool filter motors, gym weight equipment, amplified music, kitchen exhaust ducts and refrigeration motors, etc. to prevent noise levels from exceeding the relevant assigned levels as set out in the *Environmental Protection (Noise) Regulations 1997* (as amended). It is advised to seek the services of a competent acoustic consultant to assist the applicant to address the potential noise impacts on noise sensitive receivers.

iv) Work on construction sites shall be limited to between 7am and 7pm on any day which is not a Sunday or Public Holiday. If work is to be done outside these hours a noise management plan must be submitted and approved by the Chief Executive Officer, City of Fremantle prior to work commencing.

v) The proponent must make application during the Building Permit application stage to Environmental Health Services via Form 1 - *Application to construct, alter or extend a public*

building **as a requirement of the Health (Public Buildings) Regulations 1992. For further information and a copy of the application form contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.**

vi) The premises must comply with the Food Act 2008, regulations and the Food Safety Standards incorporating AS 4674-2004 *Design, construction and fit-out of food premises*. Detailed architectural plans and elevations must be submitted to Environmental Health Services for approval prior to construction. The food business is required to be registered under the Food Act 2008. For further information contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.

vii) It is recommended that the applicant engages the City's Environmental Health department to determine their obligations in obtaining an alfresco dining permit. The City's Environmental Health department can be contacted on 9432 9999 or alternatively via email at health@fremantle.wa.gov.au.

viii) The applicant is advised that any signage may be subject to a separate application for planning approval.

ix) Any removal of asbestos is to comply with the following –

Under ten (10) square metres of bonded (non-friable) asbestos can be removed without a license and in accordance with the Health (Asbestos) Regulations 1992 and the Environmental Protection (Controlled Waste) Regulations 2001. Over 10 square metres must be removed by a licensed person or business for asbestos removal. All asbestos removal is to be carried out in accordance with the Occupational Safety and Health Act 1984 and accompanying regulations and the requirements of the Code of Practice for the Safe Removal of Asbestos 2nd Edition [NOHSC: 2002 (2005)];

Note: Removal of any amount of friable asbestos must be done by a licensed person or business and an application submitted to WorkSafe, Department of Commerce. http://www.docep.wa.gov.au

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

Minutes – Planning Committee
6 April 2022

PC2204-6 STIRLING HIGHWAY, NO. 108 (LOT 1), NORTH FREMANTLE - CHANGE OF USE TO MULIPLE DWELLING AND A TWO STOREY ADDITION TO EXISTING MIXED USE DEVELOPMENT (JL DA0521/21)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Attachments: 1. Amended Development Plans
Additional information: 1. Site Photos
2. R- Codes Volume 2 assessment

SUMMARY

Approval is sought for the construction of a two storey addition above the existing Shop at No.108 Stirling Highway, North Fremantle. The addition to the building comprises of a Multiple dwelling (upper two floors) above the existing ground floor Shop (Pharmacy).

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and comments received during the notification period that cannot be addressed through conditions of approval. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4), Residential Design Codes Volume 2 (R-Codes) and Local Planning Policies. These discretionary assessments, and performance-based assessments, include the following:

- **Land use;**
- **Lot boundary setbacks;**
- **Plot Ratio;**
- **Landscaping;**
- **Building height;**
- **Carparking;**
- **Managing Impact of Noise; and**
- **Universal Design**

The application is recommended for conditional approval.

PROPOSAL

Detail
Approval is sought for the change of use of a Caretaker's unit to a Multiple dwelling on top of the existing Shop (pharmacy) and two storey additions to the existing Mixed Use development at No. 108 Stirling Highway, North Fremantle.

The proposal includes:

- Alterations to existing upper floor 'Caretakers unit' to convert it into a 'Multiple Dwelling' with an additional floor;
- Retention of the existing ground floor Shop (Pharmacy); and
- Landscaping of front carpark

City Officers requested additional information and amended plans regarding visual privacy, noise attenuation, energy efficiency and onsite landscaping after submission. Amended plans and the additional information was received 16 February 2022 which included more detail and increased areas of landscaping on site. The overall proposal has not altered in these plans.

Amended plans are included as attachment 1.

Site/application information

Date received:	14 December 2021
Owner name:	Deborah Friedmann and Sivan Kandiah
Submitted by:	WA Housing Group
Scheme:	Mixed Use
Heritage listing:	North Fremantle Heritage Area
Existing land use:	Shop and Caretakers Residence
Use class:	Shop and Multiple Dwelling
Use permissibility:	A, A

CONSULTATION

External referrals

Department of Planning Lands and Heritage – Heritage Services
The application was referred to Heritage Services as the subject site abuts the *Great Southern Roller Flour Mill* (Flour Mill) to the north. They have advised that the Flour Mill will:

> *The proposal is on the same alignment, retaining the existing singe storey building, and will not have an impact on the cultural heritage significance of Great Southern Roller Flour Mill. The proposed development will not overwhelm or detract from the registered place."*

Fremantle Ports (FP)
The application was referred to the FP as the subject site is located within Fremantle Port Buffer Area 3. The FPA has advised that they have no objection to the proposal subject to compliance with the standard built form requirements for Area 3. These matters are recommended to be dealt with as relevant conditions and advice notes. It is noted that many of the requirements for Area 3 relate to noise, and as such are superseded by the requirements for SPP5.4 Road and Rail Noise, which is discussed further below.

Main Roads Western Australia (MRWA)
The application was referred to MRWA for comment as the site is affected by a Primary Regional Road reservation. MRWA have advised that they have no objection to the proposal subject to the imposition of several conditions relating to minimising the impact on the road reservation and ensuring that future residents are protected from road noise from Stirling Highway. These matters can be dealt with as relevant conditions and advice notes in the Officers recommendation.

Community

The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations), due to the following discretions being sought:

- Building height (external wall)
- On-site car parking
- Residential Design Codes Volume 2 assessment
- Land use (Multiple dwelling)

The advertising period concluded on 27 January 2022, and no submissions were received in this period. However, on 4 February 2022 a late submission was received which raised the following issues (summarised):

- Building height;
- Boundary walls;
- Landscaping and Public Realm

In response to the above, the applicant submitted revised plans to address the Landscaping and Public Realm and justification to the proposed building height and lot boundary setbacks. The remaining comments are addressed in the officer comment below.

OFFICER COMMENT

Statutory and policy assessment
The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies:

State Planning Policy 7.3 Residential Design Codes Volume 2 (Apartments) set out acceptable outcomes for most design elements. Meeting the acceptable outcomes does not mean automatic approval for the design element, rather they provide direction for applicants to meet the design objectives of the Codes. An assessment sheet has been included as additional information and includes both the applicant and City Officers comment on each element. The following elements are discussed in greater detail throughout the report:

- Land use;
- Lot boundary setbacks;
- Plot Ratio;
- Landscaping;
- Building height;
- Carparking;
- Managing Impact of Noise; and
- Universal Design

Background
The subject site is located (No.108 Stirling Highway) on the eastern side of Stirling Highway. The sites have a combined land area of approximately 462m² and are currently occupied by a Shop and Caretakers dwelling development. The site is zoned 'Mixed Use' and has a density coding of R25, with the potential to increase to R60 in accordance with the Mixed Use provisions. No. 108 Stirling Highway is individually heritage listed (limestone features) and is located within the North Fremantle Heritage Area.

The site has a slight slope from east to west and has a limestone fence traversing the southern and eastern portions of the lot, which runs through several other north eastern property (No.5 Lesley Road). The front portion of No. 108 Stirling Highway facing Stirling Highway also contains a Main Roads Road reservation.

A search of the property file has revealed the following history for the site:

- Shop and a Caretakers Residence – DA261/99 – Approved September 2000; and
- Relocation and rebuilding of a limestone boundary wall – DA0258/11 – Approved 9 August 2011

Land Use

A Multiple Dwelling is classified as an 'A' use in the Mixed Use Zone, meaning the use is not permitted unless the Council has exercised its discretion and has granted planning approval after giving special notice (advertising) in accordance with clause 64 of the Regulations, Schedule 2. In considering an 'A' use the Council will have regard to the matters to be considered in the Regulations.

The proposed land uses are consistent with the objectives of the Mixed use zone as follows:

- The land use mix is generally compatible with that present and encouraged for the immediate Mixed use zone and locality,
- The new use is not considered to adversely impact the commercial viability of other businesses within this locality but only help complement the mix of uses.
- The development is sympathetic to the current and desired future character of the Mixed use zone and the North Fremantle locality;
- The proposal is considered to have an acceptable level of impact on the amenity of neighbouring properties and the locality more generally; and,
- The impacts on heritage features is considered minimal and is supported.

Side and rear setbacks

Element	Acceptable outcome	Proposed	Extent of departure from Acceptable Outcome
Ground floor - north	3m	Nil	existing
Upper floor - north	3m	Nil	3m
Ground floor - south	3m	Nil	3m
Upper floor - south	3m	Nil	3m
Ground floor - east	3m	Nil	existing
Upper floor – east	3m	Nil -3m	3m

It is noted that the City currently has a development application (DA0265/21) for a two storey Mixed use development to be constructed to the north and east of this site (at No.110 Stirling Highway and 5 Lesley Road).

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At the time of writing this report, Planning Committee had resolved to refer the application to the Administration with the advice that they were not prepared to grant planning approval to the application for the two storey mixed use development (three multiple dwellings and a shop) at No. 110 (Lot 2) Stirling Highway and No. 5 (Lot 3) Leslie Road, North Fremantle and invited amendments to a number of elements relating to its streetscape presence, and setbacks.

The applicant for DA0265/21 (110 Stirling Highway) has reviewed this DA and in addressing Committee concerns provided conceptual plans to date for consideration. With regards to how these two developments would interface, the bulk and scale of the proposed development is not substantially different to that proposed for 110 Stirling Highway.

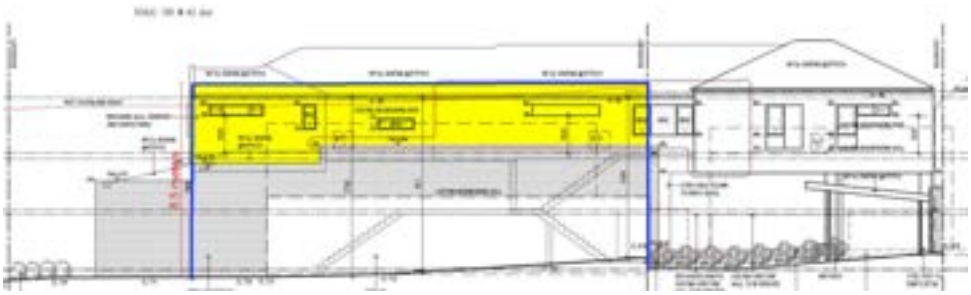

Image 1 – Proposed boundary wall for 108 Stirling Highway, shown as blue line superimposed over proposed DA plans for 110 Stirling Highway

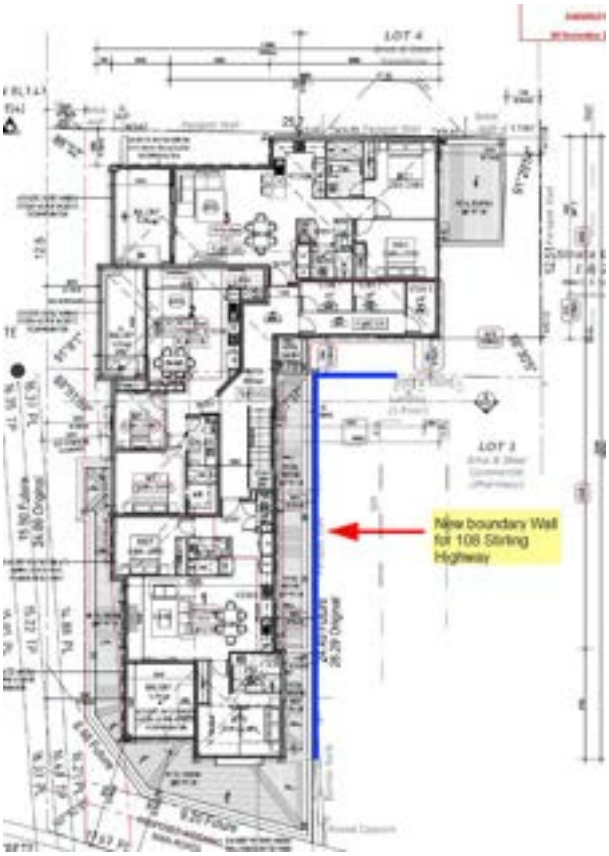

Image 2- Eastern boundary wall for 108 (shown in blue lining on plan) Stirling Highway shown on proposed plans for 110 Stirling Highway upper floor plans

Notwithstanding the potential redevelopment of both sites, overall, these lot boundary setback variations impacting neighbouring properties are considered acceptable as they meet the relevant objectives of the R-Codes Volume 2 in the following ways:

- The ground floor setbacks remain as what already exists onsite today as the built form at ground level is remaining, with only a new setback to the southern boundary abutting the car parking area of 107 Stirling Highway. All ground floor boundary walls predominantly abut either vacant land or hardstand carparking areas of the respective adjoining sites, creating minimal impact by way of building bulk and or shadow.

- The upper floor boundary wall additions to these elevations again abut existing vacant sites or existing and proposed hardstand car parking areas or non-habitable rooms to the east of proposed developments. Overall, they are not considered to cause any significant amenity building bulk or loss of solar access impacts.
- Given the orientation of these two boundary walls (north and east), minimal impact by way of loss of light and or casted shadow is also going to result. Any shadow impacts created by the southern proposed boundary also would fall directly on hardstand car parking area of 107 Stirling Highway.
- The setbacks proposed will also have minimal adverse impact on ventilation for the adjoining properties and the proposed outdoor living areas for 110 Stirling Highway, but instead assist with screening for noise impacts from Stirling Highway and the railways line whilst sheltering this space from the prevailing southern winds whilst allowing ventilation to access this space form the unroofed nature of the design.

Plot Ratio

Element	Acceptable outcome	Proposed	Extent of departure from acceptable outcome
R60	0.8 (367m^2	0.95 (425m^2)	0.15 (62m^2)

The overall bulk and scale of development is generally consistent with the built form of the immediate locality and overall is considered to be appropriate for the existing or planned character of the area. The slight increase in floor area for the dwelling is not considered to result in undue amenity impacts on neighbouring properties and as such is supported.

Density

The subject site has a density coding of R25. Clause 4.2.5 of LPS4 states:

> *"Notwithstanding the requirements of clause 4.2.3 residential density in the Local Centre, Neighbourhood Centre and Mixed Use zones may be increased up to R60, where residential development is part of a mixed use development, where, in the opinion of Council the proposal is not detrimental to the amenity of the area."*

'Mixed use development' is defined in LPS4 as:

> *"means, when used in relation to a Planning Application, a combination of one or more of the residential use classes specified in Table 1 - Zoning and any other land use or uses, and where the residential use class and any other one use class each comprise a minimum of 25 per cent of the gross lettable area of the development."*

It is noted that the development comprises a multiple dwelling, and a 'Shop' use on the ground floor. The 'Shop' comprises over 25% of the gross lettable area of the development.

The development may therefore be assessed against the R60 density provisions of the R-Codes Volume 2 as it is considered a 'Mixed use development' and, as discussed in the body of the report, it is not considered detrimental to the amenity of the area.

Landscaping

Element	Acceptable outcome	Proposed	Extent of departure from acceptable outcome
Tree canopy and deep soil areas	1 medium tree and small trees to suit	2 small trees	1 medium tree
Deep soil area	10% of site (46.2m^2)	4% of site (18.5m^2)	6% (27.7m^2)

The landscaping provided is not considered to meet the relevant objectives of the R-Codes Volume 2 in the following ways

- Whilst the site is somewhat constrained due to the Western Power powerlines along Leslie Road, and the MRWA road reserve requiring lower-level vegetation, the site has the ability to incorporate more landscaping and larger trees to the front and south middle section of the front setback area.
- Deep soil area is provided to the middle, south section of site but the depth of the balcony planters is unknown and as such more detail is required at the Building permit stage to ensure compliance with this provision of Volume 2 of the R-Codes.
- Additional smaller areas of soft landscaping are provided at the front of site but this could easily be extended to the front boundary abutting the road reserve.
- The new landscaping areas do not reduce of impact the existing onsite car parking arrangement

Therefore, the amendment of this area of hardstand to reduce its presence and to increase the amount of soft landscaping and deep soil area, will be included in a condition of approval. Again, the site is capable of increasing onsite land scaping without impacting existing numbers and circulations areas for exiting car parking.

Building height

Element	Requirement	Proposed	Extent of Variation
External wall height	7.5m	Up to 8.5m	1m

As per Local Planning Area 3 (North Fremantle) in LPS4, the maximum external wall height permitted for sites in the 'Mixed use' zone is 7.5m. Clause 4.8.1 of LPS4 allows the City to consider variations to this height, per the below:

> *Where sites contain or are adjacent to buildings that depict a height greater than*
> *that specified in the general or specific requirements in schedule 7, Council may vary the maximum height requirements subject to being satisfied in relation to all of the following—*
> *(a) the variation would not be detrimental to the amenity of adjoining properties or the locality generally,*
> *(b) degree to which the proposed height of external walls effectively graduates the scale between buildings of varying heights within the locality,*
> *(c) conservation of the cultural heritage values of buildings on-site and adjoining, and*
> *(d) any other relevant matter outlined in Council's local planning policies.*

Noting the above, the Dingo Flour Mill, with an external building height of approximately 16m (four storeys), is located directly to the north of the subject site, thereby triggering the Part 4.8.1 assessment. Other than the Dingo Flour Mill, it is noted that the dominant character of buildings in the area is single storey. However, the external wall height variations are considered to meet the provisions of Part 4.8.1 of LPS4 in the following ways:

- The proposal poses an acceptable impact onto the amenity of adjoining properties and the locality more generally;
- Despite the built form being different from all adjoining neighbouring properties along Stirling Highway, the proposed heights are considered to provide an appropriate transition between the significantly higher Dingo Flour Mill and the immediate adjoining properties;
- Furthermore, proposed building height will have no adverse impacts onto the cultural heritage value and its limestone features of the subject site, nor to the Dingo Flour Mill or any other properties in the locality; and,
- The additional building height will not result in any significant amenity impact on adjoining properties;

Car parking

Element	Requirement	Proposed	Extent of Variation
Shop	7 bays	6 bays	1 bay
Multiple dwelling	1 bay	1 bay	Complies

While the number of existing carbays on site is not changing, there is some reallocation occurring. As the existing seven car bays are all allocated to the Shop, to ensure compliance with the Apartment Codes, one bay is being reallocated to the dwelling. This means the Shop is now short a bay.

Clause 4.7.3.1 of LPS4 allows the City to consider parking shortfalls, subject to meeting one or more of the relevant criteria. It is considered that the parking shortfall is supportable due to the following reasons:

- The subject site is located within a short walking distance of North Fremantle Train Station,
- The site is located close by to several bus stops which service rotes from Perth and Fremantle; and,
- The Shop proposes one more bicycle rack than required.

Managing of Noise and State Planning Policy 5.4 – Road and rail noise
The subject site is located within 100m of the Fremantle train line, and within 300m of Stirling Highway and Curtin Avenue. For this reason, traffic noise may be a significant issue. Therefore, the provisions of State Planning Policy 5.4 (SPP 5.4) are applicable.

The applicants have provided a Road Traffic Noise Assessment (Assessment) prepared by 'Lloyd George Acoustics', dated 11 March 2022. They have confirmed that the proposal will incorporate all recommendations of the assessment, inclusive of the recommendations of the residential and commercial components.

The City's Environmental Health officers have reviewed the Assessment and are satisfied with the measures proposed in Section 5 of the assessment. A condition of approval is recommended to ensure that compliance with the report is demonstrated.

In addition to the above, as required by the MRWA advice and the provisions of SPP5.4, a condition will be recommended requiring notification on the Certificates of Title advising occupants that the subject site is in proximity to road and rail, which will pose a level of noise

Universal design
Due to the development including only 1 dwelling, and the requirement to accommodate a commercial premises on the property to obtain "mixed use" status, the applicant has not proposed to apply universal design standards. It is noted that some retrofitting of the dwelling may be able to occur in future as required to suit the needs of residents. It is further noted that the development is three storeys, with one flight of stairs required to access the dwelling from the generally universally accessible parking area. The applicant has included accessibility features for the commercial use, including an ACROD bay and flat surface at the entry.

CONCLUSION

Based on the body of the report above, it is considered that the proposal is acceptable when assessed against the relevant provisions of Volume 2 of the R-Codes and LPS4. Therefore, it is recommended that the application be approved subject to the conditions contained in the officer recommendation below.

STRATEGIC IMPLICATIONS

Strategic Community Plan 2015-25

- Increase the number of people living in Fremantle
- Increase the number of people working in Fremantle
- Increase the net lettable area of retail space
- Provide for and seek to increase the number and diversity of residential dwellings in the City of Fremantle

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

COMMITTEE DECISION ITEM PC2204-6
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Three Storey Mixed Used Development (Multiple dwelling and a Shop) at No. 108 (Lot 1) Stirling Highway, North Fremantle, subject to the following conditions:

1. **This approval relates only to the development as indicated on the approved plans, dated 10 December 2021 and 14 February 2022. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.**

2. **All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.**

3. No part of the building/development (inclusive of awnings and below ground elements) shall be located within the land required for future Stirling Highway upgrades as detailed in Main Roads Western Australia's land requirement plan 1.7143/1.

4. No earth works shall encroach onto the Stirling Highway road reserve.

5. Prior to the issue of a Building Permit an updated version of Landscaping Plan is to be provided including additional landscaping area, species of vegetation and details of irrigation and modification of hardstand area located at the Stirling Highway frontage of the subject site to the satisfaction of the City of Fremantle.

6. Prior to the issue of a Building Permit for the development hereby approved, a detailed drawing showing how the Master bedroom and bedroom 2 windows located on the eastern elevation, are to be screened in accordance with Clause 6.4.1 C1.1 of the Residential Design Codes by either:

   a) fixed obscured or fixed translucent glass to a minimum height of 1.60 metres above internal floor level, or
   b) fixed screening, with openings not wider than 5cm and with a maximum of 25% perforated surface area, to a minimum height of 1.60 metres above the internal floor level, or
   c) a minimum sill height of 1.60 metres above the internal floor level,

   Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.

7. Prior to the issue of Building permit, amended plans be provided showing the Commercial bin storage area being screened from the public realm of Stirling highway to the satisfaction of the City of Fremantle.

8. Prior to the issue of a Building Permit for the development hereby approved, a detailed drawing showing how the air conditioning units shall be screened from view from any public street/neighbouring property is to be submitted and approved, to the satisfaction of the City of Fremantle. The screening shall be installed prior to occupation.

9. Prior to the issue of a Building Permit for the development hereby approved, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within Area 3. Specifically, the development shall provide air conditioners shall provide internal centrally located 'shut down' points and associated procedures for emergency use.

10. Prior to occupation of the development hereby approved, the development must demonstrate compliance with the recommendations of the Road Traffic Noise Assessment prepared by 'Lloyd George Consultants' prepared on 11 March 2022, to the satisfaction of the City of Fremantle.

11. Prior to occupation for the development hereby approved, a notification, pursuant to section 70A of the *Transfer of Land Act 1893*, shall be placed on the certificate of title for the subject lot. The notification shall be at the owner/applicants' expense and lodged with the Registrar of Titles for endorsement. The notification is to state as follows:

'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'

12. Prior to the occupation of the development hereby approved, all car parking, and vehicle access and circulation areas shall be marked and signage and/or marking installed to clearly delineate between the residential and commercial components. The bays shall be maintained and made available for car parking and vehicle access and circulation on an ongoing basis to the satisfaction of the City of Fremantle.

13. Prior to the occupation of the development, the approved landscaping shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development, to the satisfaction of the City of Fremantle.

14. Prior to occupation/use of the development hereby approved, the boundary wall located on the northern, eastern and southern lot boundaries shall be of a clean finish in any of the following materials:
    - coloured sand render,
    - face brick,
    - painted surface,

    and be thereafter maintained to the satisfaction of the City of Fremantle.

15. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

ADVICE NOTES

i. A Building permit is required for the proposed Building Works. A certified BA1 application form must be submitted and a Certificate of Design Compliance (issued by a Registered Building Surveyor Contractor in the private sector) must be submitted with the BA1.

ii. The applicant is advised that any signage may be subject to a separate application for planning approval.

iii. The applicant is encouraged to maintain the adjacent verge in accordance with the City's Verge Garden Policy which can be found on the City website at: https://www.fremantle.wa.gov.au/resident-perks

v. This property is affected by land reserved in the Metropolitan Region Scheme and will be required for road purposes in the future.

vi. The project for the upgrading/widening of Stirling Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.

vii. The applicant is required to submit an application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on Main Roads website > Technical & Commercial > Working on Roads.

viii. **All noise from the proposed development must comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended), such as:**
- **mechanical service systems like air-conditioners, exhaust outlets, motors, compressors and pool filters;**
- **vehicles;**
- **amplified acoustic systems; and**
- **patron noise.**

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

Minutes – Planning Committee
6 April 2022

PC2204-8 GIRTON LANE, NO. 3-5 (LOT 8) FREMANTLE - ADDITIONS (TWO STOREY) AND ALTERATIONS TO EXISTING SINGLE HOUSE (TG DA00547/21)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Agenda attachments: 1. Development Plans
Additional information: 1. Site Photos

SUMMARY

Approval is sought for two storey additions and alterations to an existing Single House and ancillary dwelling at 3-5 Girton Lane, Fremantle.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and comments received during the notification period that cannot be addressed through conditions of approval. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4), Residential Design Codes (R-Codes) and Local Planning Policies. These discretionary assessments include the following:

- **Building height (external wall)**
- **Ancillary dwelling site area**

The application is recommended for conditional approval.

PROPOSAL

Detail
Approval is sought for two storey additions and alterations to an existing dwelling at 3-5 Girton Lane in Fremantle. The proposed works include:

- A ground floor laundry addition to the rear of the existing dwelling.
- The addition of a stair atrium between the dwelling and ancillary dwelling, accessed directly from the ancillary dwelling.
- A living and bedroom addition to the upper floor over the existing ancillary dwelling, providing an ensuite and screened balcony.

The applicant submitted updated plans on 8 February 2022 showing the extent of building wall height discretion and providing an overshadowing/on site open space plan.

Development plans are included as attachment 1.

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Site/application information

Date received:	21 December 2021
Owner name:	M F Purves, A Purves
Submitted by:	J Shaw
Scheme:	Residential R25
Heritage listing:	Memorial Reserve Heritage Area
Existing land use:	Two storey dwelling, ancillary dwelling and garage
Use class:	Single house
Use permissibility:	P

CONSULTATION

External referrals

Heritage Service (DPLH)

The application was referred to Heritage Services as the subject site is located within the Memorial Reserve Heritage Area. Heritage Services have advised that they supported the proposal. The City's heritage officers have also reviewed the proposal in the context of its location in the heritage area and found that the addition will not further negatively impact on the State Heritage listed place than the existing subdivision and dwelling.

Community

The application was advertised in accordance with Schedule 2, clause 64 of the Planning and Development (Local Planning Schemes) Regulations 2015, as the proposal sought to vary deemed-to-comply elements of the R-Codes. The advertising period concluded on 21 January 2022, and two submissions were received. The following issues were raised (summarised):

- The submitters were concerned that the building was too high and would impact upon adjoining residences, overlooking a number of neighbouring properties and affecting their privacy.
- The addition is located too close to the adjoining property at 7 Girton Lane and will impact the amenity of this dwelling.
- The creation of additional accommodation without additional parking will impact adjoining residences along Girton Lane.
- It was requested that all parking during any construction works be undertaken on site to ensure that no one blocked the laneway.
- The height of the building addition would impact the Girton Lane streetscape in terms of bulk and scale, access to light and ventilation, and impact upon the amenity of the adjoining property on the basis of bulk, scale and the loss of views of significance.
- The close proximity of the addition to the eastern site boundary will limit access to sunlight and ventilation and the submitter requested that consideration be given to relocating the addition further to the west.
- The submitter was concerned that the addition comprised a further self-contained unit to the site, resulting in the main dwelling, and two ancillary dwellings due to there being no internal connection between the existing the existing dwelling and addition, with each dwelling and the addition being provided with external access.

In response to the above, the applicant submitted revised plans demonstrating that the development would satisfy the overall height requirements of the R-Codes for building roof height, and demonstrated the extent that the wall height exceeded the deemed-to-comply requirements of the R-Codes. This is discussed further in the officer comment section.

The applicant also provided the following additional comments in support of the application (summarised):

- Access between the main house and addition will be via the south facing ground floor kitchen entrance of the main house.
- The outcome of the addition is intended to be a more integrated building catering to the needs of four adults.
- The existing ancillary building and the second storey addition are intended to be used exclusively as sleeping and study areas and the works will link the separate areas across the site.

In response to the above, the following comments are provided by officers:

- In relation to lot boundary setbacks, overshadowing, vehicle parking, visual privacy and open space provision, the addition satisfies the deemed-to-comply requirements of the R-Codes in this regard.
- The proposed addition does not include kitchen facilities and would therefore be limited in its ability to operate as a self contained addition, however it is considered that the addition could be used readily in conjunction with the existing ancillary dwelling on site due to direct access being provided into the living/kitchen area of the dwelling. This has necessitated the assessment of the addition as an extension to the ancillary dwelling.
- A construction management plan condition can be imposed as a part of any approval for the development.
- Any use of the addition for short term accommodation would be subject to separate approval and management as under the City's short stay local law.

The remaining comments are addressed in the officer comment below.

OFFICER COMMENT

Statutory and policy assessment

The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application the areas outlined below do not meet the Deemed-to-comply or policy provisions and need to be assessed under the Design principles:

- Building height (external wall)
- Ancillary dwelling area

The above matters are discussed below.

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Background
The subject site is located on the southern side of Girton Lane in Fremantle, a private laneway off Ellen Street. The site has a land area of approximately 471m² and is currently occupied by a rammed earth two storey dwelling with a separate garage and ancillary dwelling to the eastern side of the site. The site is zoned Residential and has a density coding of R25. The site is affected by the heritage listing of the adjoining Fremantle Grammar School as the property was previously a part of this site, and is located within the Memorial Reserve Heritage Area.

The subject site slopes from the rear to Girton Lane, with an approximate 2m fall over the site resulting in retaining walls and levelling across the property. The dwelling adjoins the Fremantle Grammar School building to the south and residences to the east and west. A vacant site is located to the rear of the existing courtyard.

A search of the property file has revealed the following history for the site, with the existing dwelling on site being constructed in the late 1990s/early 2000s:

- In 2002 approval was gained for the construction of a garage and cellar with ancillary dwelling above to the site (DA845/01).
- In 2008 a two storey extension was approved to the dwelling, comprising a ground floor library and upper floor walk in robe (DA396/08). The application was varied to reduce the height of the addition and modify a balcony in 2009 (VA0028/09).

The existing dwelling and ancillary dwelling are separated by a paved area which will comprise the proposed stair atrium to access the proposed addition.

Building Height

Element	Requirement	Proposed	Extent of Variation
Building wall height	7m wall height	7.5m	0.5m

As shown on the proposal elevations, the overall roof height of the building satisfies the relevant deemed-to-comply criteria.

In accordance with Local Planning Area 2 of Local Planning Scheme 4, building height for residential buildings is to satisfy the Residential Design Codes. In accordance with Cl. 4.8.1.2 of the Scheme, an increase in maximum building height of 0.5m can be supported where there is a variation in ground level over a development footprint of over 1 metre, where the over height portion is on the lower side of the building. In this case the over height portion, as shown in yellow below sits on the low side of the building.

The wall height is also considered to meet the Design principles of the R-Codes in the following ways:

- The area of over height wall is generally minor and contained below the area of roof directly above resulting in a limited impact with respect to access to sunlight for adjoining properties.
- The over height portion is located to the northern area of the building, resulting in this building height having a limited impact with respect to midday, midwinter overshadowing impacts, where shade falling to the south is at its greatest extent.
- Any views over the subject property affected by the wall height would already be limited by the proposed compliant roof.

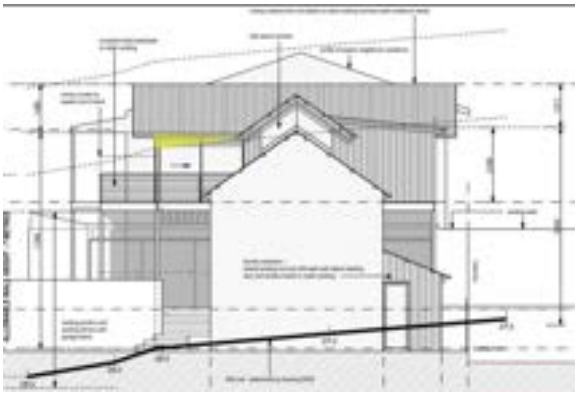

Image 1: Western side of addition with over height wall highlighted

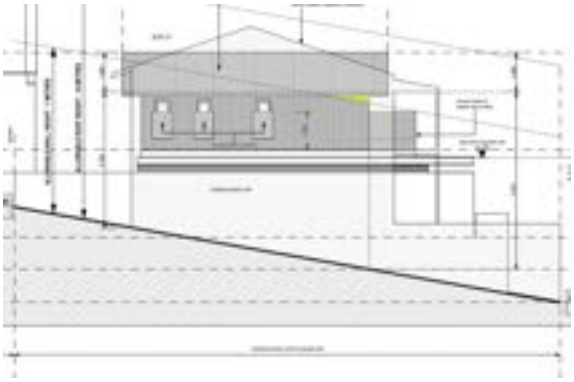

Image 2: eastern side of addition showing over height portion

Ancillary Dwelling Site Area

Element	Requirement	Proposed	Extent of Variation
Area of ancillary dwelling	70m^2 area	102m^2	32m^2

It is noted that the applicant has contended that the addition will not comprise an extension to the ancillary dwelling on site, rather an extension to the main rammed earth dwelling. This is noted, however as the addition is directly accessed from the ancillary dwelling living area, it is considered necessary to consider the overall area of the ancillary dwelling against the relevant design principles as in the future it may operate as one large ancillary dwelling. The existing lot arrangement is shown below, highlighting the dwelling in blue, and the ancillary dwelling in yellow:

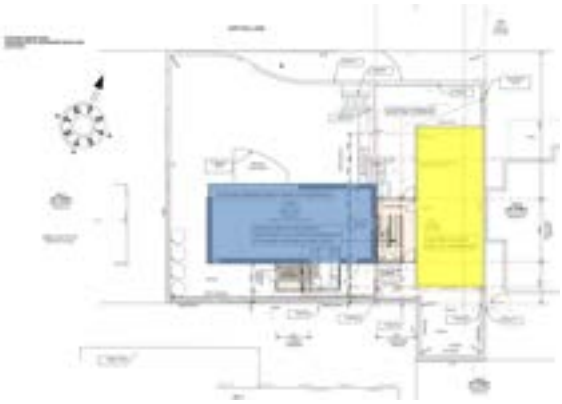

Image 3: existing dwelling and ancillary dwelling highlighted in blue and yellow respectively.

The area of the ancillary dwelling is considered to meet the Design principles of the R-Codes in the following ways:

- The dwelling allows for inhabitants to live independently of the main dwelling on site while still utilising some services such as laundry facilities.
- The addition is to be built over existing built form and outdoor living area, and the large open street frontage is proposed to be maintained.
- The addition is considered to satisfy the majority of deemed-to-comply requirements of the R-Codes with respect to built form such as setbacks from boundaries, limiting its impact upon adjoining properties with respect to visual privacy, lot boundary setbacks, overshadowing and building bulk.

- In accordance with the deemed-to-comply requirements of the R-Codes, a 350m^2 lot is permitted to accommodate a 70m^2 ancillary dwelling to the site, this being 20% of the overall site area. The proposed ancillary dwelling will comprise approximately 20% of the overall site area (being 471m^2) across the property, with the area of ancillary dwelling being considered proportionate to the overall dwelling.

CONCLUSION

In accordance with the above considerations, the areas in which the subject proposal seeks to vary the requirements of the R-Codes are considered worthy of support against the Design Principles and accordingly the development is recommended for approval, subject to conditions.

STRATEGIC IMPLICATIONS
Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

COMMITTEE DECISION ITEM PC2204-8
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Additions (Two Storey) and Alterations to existing Single house at No. 3-5 (Lot 8) Girton Lane, Fremantle, subject to the following condition(s):

1. **This approval relates only to the development as indicated on the approved plans, dated 8 February 2022. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.**

2. All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.

3. Prior to the issue of a Building Permit for the development hereby approved, a detailed drawing showing how the bedroom window located on the south elevation and the bedroom and living room windows and deck to the eastern elevation, are to be screened in accordance with Clause 5.4.1C1.1 of the Residential Design Codes by either:
   a) fixed obscured or fixed translucent glass to a minimum height of 1.60 metres above internal floor level, or
   b) fixed screening, with openings not wider than 5cm and with a maximum of 25% perforated surface area, to a minimum height of 1.60 metres above the internal floor level, or
   c) a minimum sill height of 1.60 metres above the internal floor level,

   Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.

4. Prior to the issue of a Building Permit or Demolition Permit for the development hereby approved, a Construction/Demolition Management Plan shall be submitted and approved, to the satisfaction of the City of Fremantle addressing, but not limited to, the following matters:

   a) Any Use of City car parking bays for construction related activities;
   b) Security fencing around construction sites;
   c) Gantries;
   d) Access to site by construction vehicles;
   e) Contact details;
   f) Noise - Construction work and deliveries;
   g) Sand drift and dust management;
   h) Waste management;
   i) Traffic management; and
   j) Works affecting pedestrian areas.

   The approved Demolition and Construction Management Plan shall be adhered to throughout the demolition of the existing building on site and construction of the new development.

5. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice notes

i. The applicant is advised in relation to condition 3, the application of film to a window can be considered provided the film is translucent or obscured to a minimum of 75% obscure in order to meet the objectives of Clause 5.4.1. C1.1 of the Residential Design Codes and is maintained for the life of the development.

ii. A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

iii. Fire separation for the proposed building works must comply with Part 3.7.2 of the Building Code of Australia.

iv. In regard to the condition requiring a Construction Management Plan, Local Planning Policy 1.10 Construction Sites can be found on the City's web site via http://www.fremantle.wa.gov.au/development/policies.

A copy of the City's Construction and Demolition Management Plan Proforma which needs to be submitted with building and demolition permits can be accessed via: https://www.fremantle.wa.gov.au/sites/default/files/Construction%20and%20Demolition%20Management%20Plan%20Proforma.pdf

The Infrastructure Business Services department can be contacted via info@fremantle.wa.gov.au or 9432 9999.

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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PC2204-9 SOLOMON STREET, NO. 45 (LOT 40) FREMANTLE – ADDITIONS (THREE STOREY) AND ALTERATIONS TO EXISTING SINGLE HOUSE (TG DA0553/21)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Agenda attachments: 1. Amended Development Plans
Additional information: 1. Site Photos

SUMMARY

Approval is sought for the addition of a third storey and additions and alterations to the existing dwelling at 45 Solomon Street, Fremantle.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and comments received during the notification period that cannot be addressed through conditions of approval. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4), Residential Design Codes (R-Codes) and Local Planning Policies. These discretionary assessments include the following:

- **Building height (external wall)**

The application is recommended for conditional approval.

PROPOSAL

Detail

Approval is sought for alterations and the addition of an upper floor to an existing Single house at 45 Solomon Street in Fremantle. The proposed works include:

- The addition of rear stairs and an open sided undercover area to the rear of the existing under croft.
- Internal alterations to the existing dwelling.
- The addition of a rear terrace to the existing dwelling.
- The addition of a third storey above the existing dwelling comprising two bedrooms and two ensuite bathrooms, accessed via a stair and lift.

On 23 February 2022 the applicant provided additional plans demonstrating the extent of shade cast by the development on 21 March, 21 June, 21 September, and 21 December (equinoxes and solstices), providing shade analysis for each day at 9am, 12pm and 3pm.

Further to this information, the applicant submitted amended plans on 11 March 2022 including the following:

- Added privacy screening to the rear of the terrace to meet privacy deemed-to-comply requirements.
- Reduction to the height of the building by 100mm by reducing the height of the first floor frame. This amendment resulted in the roof height of the building now meeting the deemed-to-comply requirement of a maximum of 10m.
- Overshadowing analysis based on the amended plans for 21 March, 21 June, 21 September, and 21 December (equinoxes and solstices), providing shade analysis for each day at 9am, 12pm and 3pm.

Amended development plans are included as attachment 1.

Site/application information

Date received:	23 December 2021
Owner name:	C J Monastra, C S Sottile
Submitted by:	Summit Renovations
Scheme:	Residential R25
Heritage listing:	N/A
Existing land use:	Two storey dwelling
Use class:	Single house
Use permissibility:	P

CONSULTATION

External referrals
Nil required.

Community
The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the proposal sought to vary the deemed-to-comply building height, and visual privacy requirements of the R-Codes. The advertising period concluded on 2 February 2022 and a total of three submissions have been received, one of which was received after the consultation period had ended on 14 February 2022. The following issues were raised (summarised):

- The submitters were concerned that the windows from the upper level would provide direct view into their rear yard.
- The submitters were concerned that due to the height of the additions, morning winter sun access in their rear yard would be affected and the development would result in a sense of enclosure.
- A submitter was concerned in relation to the building height, as the subject building already sits approximately 1.5m higher than their property. The addition is considered by the submitter to create an adverse impact upon their access to northern sunlight to their outdoor living area and windows and overall amenity as a result.
- The submitter was concerned that the rear balcony would overlook their rear yard and should be screened in accordance with the deemed-to-comply requirements of the R-Codes.
- The submitter noted that although the development satisfied the deemed-to-comply requirements of the R-Codes with respect to overshadowing, the submitter was opposed to the increase in shade cast over their property as this would directly affect their outdoor living area in winter.
- The submitters also raised concerns with respect to stormwater runoff from the property and the potential impact of the development on property values.

In response to the above, the applicant submitted updated plans to address the concerns raised by the neighbours by adding privacy screening and reducing the height of the building by 100mm and the following comments (summarised):

- With respect to overlooking towards the rear of the property, the windows to the proposed upper floor bedrooms comply fully with the deemed-to-comply requirements of the R-Codes.
- The proposal complies with the deemed-to-comply requirements of the Residential Design Codes with respect to overshadowing.
- The addition is sited behind the ridgeline of the existing building, thereby maintaining the single storey character of the streetscape, with the addition being subservient to the ground floor.

- The setting in of the upper floor reduces building bulk and the upper floor is generally of limited size and is considered by the applicant to not be unduly visually obtrusive when viewed from the street or neighbouring properties.
- The upper floor is consistent with the established pattern of development through the locality, comprising dwellings which have upper floor additions behind an original dwelling.
- The adjoining property to the south has a current development approval for additions and alterations to the rear of the existing dwelling. Based on the applicant's assessment the impact of the development upon these additions (if they are pursued) will not be significant with respect to shade cast by the development.
- The applicant notes that some overshadowing would be anticipated due to the east west orientation of the lots and the proposed extent of shade cast by the development is generally consistent with the outcome expected under the applicable zoning.

In response to the above, the following comments are provided by officers:

- The upper floor bedroom windows have been assessed and found to satisfy the relevant deemed-to-comply setback requirements of the R-Codes (4.5m), there is no additional requirement imposed for windows set at a higher level on a site.
- The introduction of a perpendicular screen to the side of the terrace will result in the development meeting the deemed-to-comply 7.5m cone of vision setback from the southern boundary. The erection of this screen is recommended as a condition of approval to ensure that the screen is installed and maintained to the City's satisfaction.
- The shade cast by the development as assessed against the deemed-to-comply requirements of the R-Codes, at midday on midwinter where shade cast to the south is at its greatest extent due to the sun angle at this time and has been found to comply. A maximum of 23% overshadowing is cast over the neighbouring lot to the south. However as shown in the applicant's submitted overshadowing diagrams, the development will cast varying degrees of shade over the neighbouring property throughout the year.
- In accordance with the design principles of the R-Codes with respect to building height, consideration is given both to access to direct sun to buildings, appurtenant open space and adequate daylight to major openings into habitable rooms and the impact of the shade cast by the development will be considered in this context in the officers' comment section of this report below.
- The development has been assessed in the context of the existing neighbouring site prior to the approved additions being constructed. Consideration has also been given to the impact of this development on the proposed additions.

- In accordance with the recommended condition of approval, stormwater runoff from the site should be retained on the subject property. With respect to the concerns in relation to property values, due to the scope of matters which are taken into account in calculating the value of a property over time, this is not readily able to be considered as a part of the development assessment process.

OFFICER COMMENT

Statutory and policy assessment
The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application the areas outlined below do not meet the Deemed-to-comply or policy provisions and need to be assessed under the Design principles:

- Building height (external wall)

The above matters are discussed below.

Background
The subject site is located on the western side of Solomon Street in Fremantle. The site has a land area of approximately 531m² and is currently occupied by a two storey Single house comprising a lower level partially set into the ground level of the property and a floor at street level. The site is zoned Residential and has a density coding of R25. The site is not individually heritage listed nor located within a heritage area.

The site slopes down approximately two metres from front to back and is accessed via a driveway to the southern side of the site. The proposal is seeking internal and external demolition works to the dwelling and some existing walls to the rear of the dwelling.

A search of the property file has revealed no relevant history for the site.

Building height

Element	Requirement	Proposed	Extent of Variation
External Wall	7m 7.5m to lower side of property in accordance with Local Planning Scheme 4 cl. 5.8.1.2	8.5m (to low side - south)	1m

In accordance with LPS 4 clause 5.8.1.2 an increase to the maximum external wall height requirement can be provided to a maximum of 0.5m in the event that the over height element is on the lower side of the development footprint. In this case, the lower side of the development footprint exceeds the deemed-to-comply building height by approximately 1.5m at maximum.

The proposed building height is considered to meet the Design principles of the R-Codes in the following ways:

- The addition will not unduly impact views of significance over the subject site. The opposite side of Solomon Street is set higher than the subject site, and the adjoining properties to the north and south generally seek views to the west rather than across the subject site.
- While the addition does increase the degree to which the adjoining property is overshadowed at midday the 21st of June, approximately half of this shade will fall over the neighbouring roof (12m^2), with the remainder of the shade falling over the existing decking (15m^2).
- It is noted that the neighbouring property to the south gained approval for additions and alterations to the rear of the property, and the applicant has provided overshadowing analysis taking into account these additions, should they be constructed. This analysis indicates that while morning sun to the rear yard on midwinter would be affected, this is already the case, with the new shade cast by the addition falling over the properties to the rear of the site.
- With respect to the midwinter shade as it affects the neighbours approved additions, the new shade cast by the additions will be predominantly over the neighbours roof, with the rear outdoor living area provided with midday, midwinter sunlight access.
- The applicant has provided analysis of the shade cast over the neighbouring property throughout the year, which notes the degree to which major openings and outdoor living areas on the neighbouring proposed additions will be overshadowed, noting that for the majority of the year little to no shade will be cast over these elements.

- In terms of the existing building, the shade cast by the addition does not affect any new major openings onto habitable rooms at midday on midwinter, with new shade falling over the neighbouring decking and roof area.
- Upper floor additions are common in the area and will therefore not result in a significant impact on the character of the streetscape.

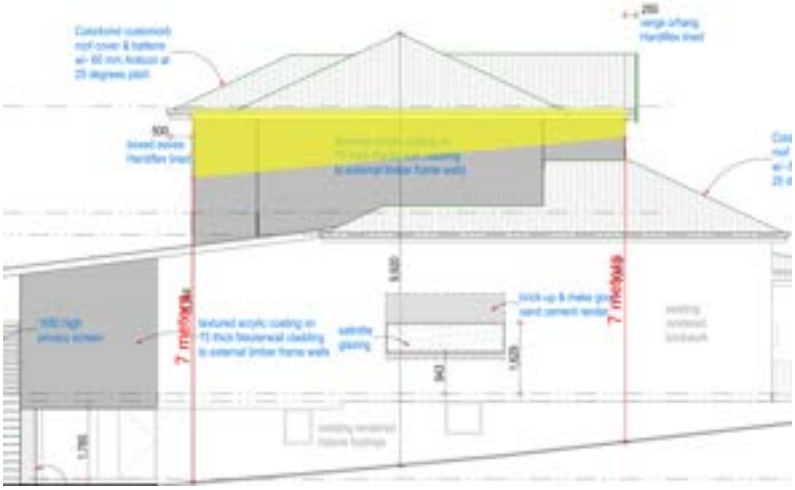

Image 1: diagram showing the over height portion of wall (south side)

Image 2: diagram showing over height portion of wall (north side)

Visual Privacy (South)

Element	Requirement	Proposed	Extent of Variation
Computer nook (study)	4.5m setback	1m	3.5m

With respect to the proposed computer nook, the proposal plans introduce a new major opening into this wall which is raised >0.5m above natural ground level. This window replaces a bedroom window in the same location which looks out at the neighbouring boundary wall. Accordingly this window is not considered to overlook any sensitive spaces to the neighbouring lot and can be supported as proposed.

The amended plans include a screen to the terrace to satisfy the deemed-to-comply requirements of the R-Codes.

CONCLUSION

As discussed above, the proposed development generally satisfies the deemed-to-comply requirements of the Residential Design Codes and is considered to appropriately satisfy the design principles of the R-Codes with respect to the impact of the over height portion of wall to the upper floor.

On this basis, the application is recommended for approval, subject to conditions.

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STRATEGIC IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

OFFICER'S RECOMMENDATION

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Additions and alterations (Three Storey) to existing Single House at No. 45 (Lot 40) Solomon Street, Fremantle, subject to the following condition(s):

1. This approval relates only to the development as indicated on the approved plans, dated 11 March 2022. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.

2. All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.

3. Prior to the issue of a Building Permit for the development hereby approved, a detailed drawing showing how the terrace located on the west elevation, is to be screened in accordance with Clause 5.4.1C1.1 of the Residential Design Codes by either:
   a) fixed obscured or fixed translucent glass to a minimum height of 1.60 metres above internal floor level, or
   b) fixed screening, with openings not wider than 5cm and with a maximum of 25% perforated surface area, to a minimum height of 1.60 metres above the internal floor level, or
   c) a minimum sill height of 1.60 metres above the internal floor level,
   Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.

4. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice notes

i) A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

PROCEDURAL MOTION

At 7.19 the following procedural motion was moved:

COMMITTEE DECISION ITEM PC2204-9

Moved: Cr Adin Lang **Seconded: Cr Andrew Sullivan**

Refer the application to the Administration with the advice that the Council is not prepared to grant planning approval to the application for the over-height additions (third storey) and alterations to the existing Single house at No. 45 Solomon Street, Fremantle based on the current submitted plans, and invite the applicant, prior to the next appropriate Planning Committee meeting, to consider amendments to the bulk, height, location and/or detailing of the additions that improve visual privacy and overshadowing impacts for neighbouring properties.

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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10.3 Council decision

PC2204-12 PROPOSED MRS AMENDMENT NORTH FREMANTLE DEVELOPMENT PRECINCT - PRELIMINARY COMMENTS

Meeting date: 6 April 2022
Responsible officer: Manager Strategic Planning and City Design
Decision making authority: Council
Attachments: Proposed MRS Amendment – North Fremantle Development Precinct
Additional information: Nil

SUMMARY

The Western Australian Planning Commission (WAPC) is inviting preliminary comment on a proposed Metropolitan Region Scheme (MRS) amendment for the 'North Fremantle Development Precinct'.

The subject site is in North Fremantle, approximately 23ha in area and bound by Port Beach Road to the west, Primary Regional Road reserve to the east, Tydeman Road and Freight Rail Reserve to the south, and Walter Place to the north. The land has historically been used for industrial purposes including a fuel terminal and lubricant depot, a former Standard Wool site and Caltex operations.

The amendment proposal requests a rezoning of this land from 'Industrial' to 'Urban' and 'Parks and Recreation Reserve.'

The purpose of the amendment would be to create urban development land. The rezoning request is based on the site no longer being required for industrial uses and the site's close location to Fremantle and North Fremantle, the Fremantle passenger railway line and Port Beach.

The City's officers consider Urban zoning is, in principle, the logical alternative zoning for the land if it is no longer required for industrial purposes. There are however several issues in relation to the site that would need a greater degree of resolution prior to a rezoning and/or redevelopment. These include:

- **Past industrial use of the land and remediation requirements.**
- **Proximity of the site to a section of coastline of high regional recreational significance and coastal hazard vulnerability.**
- **Current and future functioning of the Fremantle Port.**
- **Regional and local transport and access considerations.**
- **Future of Fremantle work and impact of future development on the site to the wider area.**

This report recommends that in its preliminary comments to the WAPC Council requests, prior to progressing the formal MRS amendment process, that:

1. **the WAPC are satisfied that the loss of this land to industrial use would not be contrary to the objectives of the Commission's *Economic and Employment Lands Strategy: non-heavy industrial* and**
2. **the WAPC, City and applicants work together to resolve the appropriate extent of land required for inclusion in the coastal foreshore Parks and Recreation Reserve.**

Following this work, the remaining land subject to the rezoning proposal may more appropriately be considered for a MRS 'urban deferred' zoning in the first instance, to allow for more planning to be completed prior to a transfer to the Urban zone.

BACKGROUND

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Figure 1. Subject site of Proposed Metropolitan Region Scheme (MRS) Amendment – North Fremantle Development Precinct (RLS/1012) and current MRS zoning.

The Western Australian Planning Commission (WAPC) is inviting preliminary comment from the City on a proposed Metropolitan Region Scheme (MRS) Amendment – North Fremantle Development Precinct (RLS/1012).

The subject site is approximately 23ha in area in North Fremantle. The site is bound by Port Beach Road to the west, Primary Regional Road reserve to the east, Tydeman Road and Freight Rail Reserve to the south, and Walter Place to the north (refer to figure 1). The land has historically been used for industrial purposes including a fuel terminal and lubricant depot by Viva Energy Australia (formerly Shell Australia), a former Standard Wool site and a former Caltex operation.

Figure 2. Proposed Metropolitan Region Scheme (MRS) Amendment – North Fremantle Development Precinct (RLS/1012).

The proposed MRS amendment is a joint proposal between the landowners VE Property Pty Ltd (VEP) and the North Fremantle JB Pty (NFJV). The amendment proposes to rezone the subject site (approximately 23ha) from 'Industrial' to 'Urban' and 'Parks and Recreation' (refer to figure 2).

Previously, two separate rezoning proposals were submitted by the two different landowners in the area in 2016 and 2019. In response to these, the Department of Planning, Lands and Heritage requested that both parties collaborate to create a single proposal to facilitate an integrated assessment. This proposed North Fremantle development precinct amendment is a result of the applicants responding to the Department's request and working together. Accordingly, the two previous proposals were formally withdrawn with the lodgement of this proposed MRS amendment.

In essence, while there are some residual industrial uses still functioning on the land, the proposal outlines that the subject site is no longer used or required for its past industrial use. The applicants therefore propose the land be rezoned for urban development noting its close location to Fremantle and North Fremantle, the Fremantle passenger railway (approximately 150m), and Port Beach as key reasons for this request.

The applicant's proposal provides the following justification for the amendment:

The proposed MRS Amendment should be supported for the following reasons:

- *The subject land is no longer required for industrial purposes*
- *The highest and best use of the land has been demonstrated through this proposal to be Urban*
- *The development of the land for Urban purposes represents a logical progression of established urban development in the locality*
- *The Amendment is consistent with the overarching objectives of the State and local strategic planning framework*
- *The land can be fully serviced with standard urban infrastructure*
- *There are no constraints or other factors that would preclude rezoning to Urban*
- *The rezoning of the land to Urban provides a unique opportunity to develop a land parcel with only four owners, in a coordinated manner and in accordance with State and local planning objectives*

OFFICER COMMENT
The City's officers consider exploration of alternative uses for the North Fremantle Development precinct is reasonable and 'Urban' development presents a logical option for the following reasons:

- The site is large enough for comprehensive development and well located in proximity to the beach, train line (METRONET and its related emphasis on transit-oriented outcomes) and metropolitan centres.
- The State government has endorsed Westport's recommendation to move container trade to a new harbour in Kwinana leaving the future of the Fremantle Port, at the very least, to be a reduced freight operation.
- In recent years operations on the subject site have been downscaled so that now the site is relatively unused as an industrial area.

However, due to the land's past industrial use and its proximity to the Fremantle Port and a section of coastline of high regional recreational significance and coastal hazard vulnerability, as well as regional and local transport and access considerations (associated with the Port, new development and otherwise), and the Future of Fremantle work currently in train and impact of future development on the site to the wider area, there are several issues that would need to be resolved prior to the subject site being suitable for urban redevelopment.

Issues for rezoning and redevelopment of the subject site include:

1. **Confidence on port relocation and future need for industrial land.**

When previous 2016 and 2019 MRS rezoning proposals were put forward for the subject site the Port Authority expressed views that this industrial land was needed for industrial purposes to support Port operations. Since this work, the independent taskforce Westport have assessed the options for the future of Fremantle Port operations and found that even with billions of dollars' worth of road upgrades, the transport network supporting the Fremantle Inner Harbour would reach capacity by the mid-2030s.

Accordingly, in May 2020, state government endorsed Westport's recommended location and design for a future container port at Kwinana. Work is now proceeding to determine the timetable of transitioning freight from Fremantle Port to Kwinana either in one step by 2032 or over a phased period that will see both ports share the freight task for around a further 15 years.

The proposed MRS rezoning report notes, in relation to the Westport investigations:

- *Prior to the transition of port operations to Kwinana it will be business-as-usual for Fremantle Ports and this in no way relies on the subject land being Industrial*
- *If port operations do not relocate to Kwinana and continue at Fremantle, it would not result in the subject land being required for port-related (industrial uses) and nor would it impact on matters of access*

Officers understand that Fremantle Port Authority has also been invited to provide preliminary comment to the WAPC and is likely to respond to the applicants' statements above.

In regard to the industrial use of the land the application notes that the subject site, while currently does have some industrial uses still in operation, is no longer needed for its former level of industrial uses. Over the years this has been evident in the downscaling of industrial sites and clearing of land in the area.

WAPC's *Economic and Employment Lands Strategy: non-heavy industrial* specifically notes in relation to industrial land in the central sub-region: "*Due to these other high end competing uses, such as residential and commercial, the land stock is under extreme pressure and if no intervention is taken to protect the remaining industrial land parcels the land stock will be dramatically reduced"*

Officers therefore recommend that in considering the rezoning of the subject site, in the first instance, the WAPC should satisfy itself that the loss of this land to urban use would not be contrary to the objectives of the Commission's *Economic and Employment Lands Strategy: non-heavy industrial.*

2. Future of Fremantle

Subsequent to its acceptance of the recommendations of the Westport Task Force, last year the State Government established Future of Fremantle (FoF), a Committee of the WAPC, and a Reference Group to: '*to consider land use and economic development opportunities around North Quay and surrounding areas, and to continue developing a new vision for a Victoria Quay Waterfront Precinct*.'

Figure 3. Future of Fremantle Study Boundary

The subject site is within the FoF's area of study (refer to figure 3).

The application for the MRS amendment puts forward the following justification for why the amendment should not be held up by the outcomes of the Future of Fremantle group's work. Officer comments have been provided in reply.

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Application comments *While there are opportunities for the subject land from the Future of Fremantle process, this amendment request relates to a discrete precinct capable and appropriate for planning that is mindful of FoF but not formally tied to it.* *This is important and possible because:*	City of Fremantle Officer comments
The Fremantle Port Authority precinct (as the bulk of the FOF Study Area) and subject land are not integrated parcels. Tydeman Road represents a logical boundary between the two projects.	The subject site is in close proximity to the port land, albeit a road separates them (Tydeman Road). There will be an interface between the two precincts. This is an opportunity for comprehensive master planning a large inner-city piece of land. Even without the master planning the future development of the sites should logically consider each other in design, use, infrastructure and facilities for the best outcome.
The subject land and FoF area are not reliant on each other for design or implementation – with respect to access, land use, staging or the coastal foreshore etc.	Access into and around this area is an issue (see point 3 below). Land use needs to be considered on a district/regional level (see point 8 and 9). Future land use and infrastructure decisions relating to the north-western part of North Quay in particular (such as the future alignment and/or physical protection of Port Beach Road south of Tydeman Road could affect the Coastal foreshore and processes adjacent to the proposed Amendment area, and vice versa (see point 5).
The proposed amendment in no way prejudices FoF outcomes. The FoF has already embarked on planning for highly significant projects such as the Swan River Crossings project, a new film studio and screen production facility, and the redevelopment of the heritage-listed A Shed on Victoria Quay as a food and beverage destination – all of these projects are in the FoF study area and have been able to progress concurrent with the study.	It may be too early to determine if the proposed MRS amendment would prejudice the Future of Fremantle outcomes. Early FoF projects listed are focused on river crossings and Victoria Quay and not the main area of North Quay which has the most significant interface with the subject site.
The timing for FoF programming is uncertain – there is no guarantee of when a master plan for public comment will be complete. With this uncertainty it would be unreasonable to delay progress on a land parcel that is ready for more detailed planning to occur and is otherwise broadly	The FoF programming is not completely uncertain or excessively long. There may be scope to include or consider outcomes from the FoF at different times in the amendment process.

consistent with the intent and purpose of the FOF study.	
comparatively small area that the subject land represents in the context of the FoF area, further illustrating that it would not prejudice FoF outcomes.	The Port land is a very large tract of land for a predominantly built out urban local government. While a smaller area comparative to this, the subject land is still a large development area for the City of Fremantle. The subject site could potentially yield a large residential population and commercial centre and impact the surrounding area.

While officers do not necessarily consider the FoF work needs to be completed before a rezoning of the subject site is progressed, it would be of value to have some outcomes of the FoF work advanced enough to inform the zoning and development configurations, access and roading, and future residential and commercial aspects on the site.

3. Transport planning and access into the port

Planning for the future regional road network in this area has been a long-outstanding critical issue. The applicant provides the following summary in their MRS Amendment report:

> *There are two options for extension of Curtin Avenue under consideration.*
>
> *Option 1 entails the extension of Curtin Avenue along the eastern boundary of the proposed rezoning area to connect with Tydeman Road.*
>
> *Option 2 entails the creation of a grade separated flyover across the rail line and connection to Stirling Highway and Stirling Bridge. This option entails the relocation of North Fremantle Train Station approximately 150m further south.*
>
> *It is understood that Main Roads WA's preferred option is Option 2. WAPC has placed a Planning Control over the area to facilitate either option.*
>
> *Both options entail the realignment of Tydeman Road which results in the construction of a new T-intersection. It appears that both options show the possible reconfiguration of the existing signalised T-intersection of Port Beach Road / Tydeman Road, to a roundabout intersection.*
>
> *Detailed future intersection designs for Tydeman Road / Port Beach Road and Curtin Avenue / Walter Place were not available at the time of this assessment.*

At present there is no timeframe for the implementation of the Curtin Avenue Extension project. The proposed draft land use and movement plan shows the extension of the Curtin Avenue as per Option 1 and in line with the current MRS.

The Main Roads WA preferred option 2 raises significant concerns from an urban design perspective. It would also create further barriers for the North Fremantle community living east of Stirling Highway to access the North Fremantle centre and the coast. It may also provide limited access to the Port (assuming redevelopment), resulting in the increased use of Port Beach Road or a realignment of this.

The need to maintain a functional regional road network in this area is acknowledged, but local access and resolving (or at least not worsening) community severance issues in North Fremantle also need to be considered. Officers consider a further road network option worthy of consideration is a model of a dispersed 'urban grid' network of boulevard style roads instead of consolidation of through-traffic onto one or two controlled access main roads. A grid network would provide flexibility to service local needs as well as through traffic, and could accommodate changes in land uses over time as Port trade likely transitions out of North Quay. Opportunities to improve local amenity as well as accessibility to the Leighton – Cottesloe foreshore is also preferable.

4. Ground contamination

The applicant provides two Environmental Assessment Reports (covering the north and south parts of the precinct) in the MRS amendment proposal. The reports note that prior to urban development the land will be remediated to accord with environmental requirements. It concludes, *"there are no environmental constraints to redevelopment of the site for Urban use."* The reports also acknowledge that contamination of the site's soil and groundwater may be a possible environmental issue that requires management, but that this will be addressed under the requirements of the *Contaminated Sites Act 2003* and does not warrant further consideration under the planning process.

City officers consider however that given the long history of industrial and fuel storage land uses in this precinct some level of contamination is likely and therefore remediation will be required prior to redevelopment for urban purposes. Notwithstanding requirements to manage contamination under other legislation, officers consider this is a key issue that does warrant being addressed through early stages of the planning process to confirm that redevelopment for urban land uses (particularly) residential is viable and appropriate.

5. Coastal vulnerability and hazard management

One potential constraint to development on the subject site is coastal vulnerability risk. The MRS amendment proposal includes a Coastal Foreshore Assessment study and notes:

> *"The Study includes a comprehensive assessment of the amendment proposal against SPP2.6, a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) and an assessment of the existing values, features and attributes of the foreshore area, and concludes that coastal erosion hazards are a manageable risk for the site and are no impediment to the approval and implementation of an urban outcome."*

The application notes in reference to figure 4 below:

> *"The delineation of Urban zone in relation to proposed Parks and Recreation Reserve accommodates the ultimate 100-year planning horizon. Beyond the 100-year retreat line a foreshore can be accommodated in the proposed Parks and Recreation Reserve that provides for the replication of current characteristics and values as sought by SPP2.6."*

Figure 4. Application's Coastal erosion lines including 100-year coastal hazard line.

Accordingly, the application proposes approximately 4ha of reserve land (as well as 'urban' zoned land) as part of the MRS amendment along the western side (refer to figure 2) that encompasses this 100-year coastal erosion line.

The applicant further provides:

> *"The proposed foreshore ensures that even in a worst-case scenario where an unprotected coastline is impacted and eroded by extreme climatic conditions for the next 100 years, there will still be a broad and continuous coastal foreshore that:*
> - *Is responsive to the site and the specific local context;*
> - *Includes an allowance for physical processes to occur over a 100-year period, and assuming an unprotected 'natural' coastline;*
> - *Provides sufficient area landward of the coastal process allowance to continue to accommodate the prescribed values, functions and uses of the foreshore for the next 100 years and beyond; and*
> - *Provides sufficient area to deliver a high-amenity foreshore that is a significant improvement on the existing Port Beach area.*
>
> *The rigorous, evidence-based analysis carried out by technical experts to inform the coastal reserve width is consistent with the process specified in SPP2.6 and its supporting Guidelines, and confirms that the proposed foreshore reserve is an appropriate and informed planning outcome."*

While State Planning Policy 2.6 – Coastal planning does consider coastal hazard risk and includes guidelines specific to this (*Coastal hazard risk management and adaptation planning guidelines*) it also considers matters such as development and settlement, water resources and management, building height limits, coastal protection works and coastal foreshore reserve.

In regard to Port Beach, it is also pertinent to note that at its Ordinary Meeting of Council on the 11 December 2019, Council adopted a policy position of managed retreat as the preferred strategy for responding to coastal erosion risk at Port and Leighton Beach, noting managed retreat is implemented over an extended timeframe. As part of this Council additionally resolved to:

> *Progress discussions with the Western Australian Planning Commission on the preparation of a precinct plan for the area to resolve coastal setbacks, transport and access, recreation needs, landscape and land use with a view to establishing an enduring and sustainable beach, and advancing integrated planning for this.*

Officers have not had the opportunity to interrogate the proponents' Coastal Study in detail or compare it to the City's Port, Leighton and Mosman Beaches Coastal Hazard Risk Management and Adaptation Plans (CHRMAP) recommendations, to reach a definitive view on the adequacy of the proposed Parks and Recreation Reserve area. However, even if the MRS Amendment submission deals adequately with the assessment of coastal hazards and setback requirements needed to mitigate these risks on a 100-year planning horizon and under a managed retreat strategy, officers have concerns that it might not additionally address reserve space needed for environmental and recreational use. SPP 2.6 explicitly states that planning for the impacts of coastal hazards is only one input into the determination of a coastal foreshore reserve, and adequately protecting the values, functions and uses of reserves is also important. Biodiversity and ecosystem integrity, public access and recreational use are specifically identified as other functions to be protected.

This area is in an unusual situation in that the MRS Amendment land is right beside, and effectively links, the main beach access points and 'nodes' of activity and facilities at Port and Leighton beaches. Port and Leighton beaches are heavily used and although Leighton is identified as a District-level coastal node in the hierarchy of coastal nodes contained in the WAPC *State Coastal Planning Policy Guidelines* (November 2020) which supplement SPP 2.6, it arguably serves more of a regional catchment function. There is a demonstrated need for improved facilities at Port Beach to take the pressure off Leighton Beach and accommodate overall growth in demand for beach use as population increases. With coastal hazard impacts already evident in this area any reserve planning may well need to provide for additional land for dune systems to establish further back, and land behind those dunes for new recreational facilities safe from erosion and/or inundation over the 100-year planning horizon, i.e. public car parks, cafés, change rooms/toilets, BBQs/shade structures and the like. Due to these factors there may be a need in this area for foreshore reserve depth over and above what a 'normal' SPP2.6 assessment might indicate. This work, however, has not currently been completed.

Accordingly, as the proposed MRS amendment proposes allocation of an area of the subject land as foreshore 'Parks and Recreation' reserve, as well as an 'Urban' zone, officers suggest further work to assess whether the currently proposed boundary between the foreshore reserve and urban zoned land is on an appropriate alignment. Specifically, officers recommend the WAPC, City of Fremantle, the proponents and other relevant stakeholders engage in further discussions (prior to formal progression of the MRS Amendment proposal) to review the extent of land required to be included within an expanded Parks and Recreation Reserve in order to meet the long-term recreational demands upon this precinct in addition to addressing the risks and impacts of coastal processes.

6. Scope of upgrades to services needed to support urban land uses

Servicing sites, especially brownfield sites with multiple landowners, for comprehensive redevelopment has been an issue in Fremantle on other development sites. In its favour, the subject site has only a few landowners. While the proposal notes the site has a level of water reticulation, underground power, telecommunications and wastewater, extensive service upgrades are required to support further development.

7. Management of Fremantle Port buffer transition

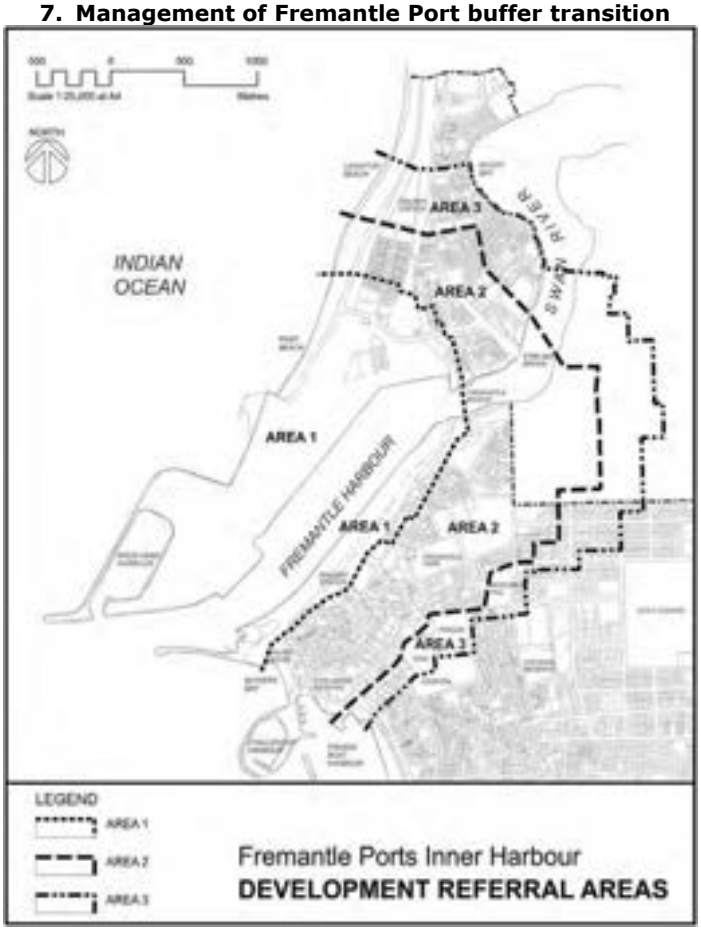

Figure 5. Local planning policy 2.3 Fremantle Port Buffer Area Development Guidelines – Development referral areas

The subject site is within the Fremantle Port buffer areas 1 and 2 (refer to figure 5). Being located in area 1 and 2 there is a requirement to control development in order to minimise the following potential impacts:
a) Ingress of toxic gases in the event of an incident within the Port,
b) Shattering or flying glass as a consequence of an explosion within the Port,
c) Noise transmission emanating from the Port (attenuation in the order of 35dB(A) is required), and
d) Odour

Residential developments proposed in area 1 greater than 50 dwellings shall be supplemented with a formal risk assessment. The assessment shall clearly demonstrate that the risk impact from port operations to the occupants will be maintained as low as reasonably practical. Additional design requirements for the building are also applicable for area 1 and 2.

Assuming the Fremantle Port freight functions mover time, a reduction in the port buffer requirements would be reasonable at some future date as it would otherwise limit full development potential of the site and could even result in a less desirable outcome if planning was based on the port buffers, but no longer needed down the track. While this is not an issue for the proposed MRS amendment to urban and it could be considered at a later stage, it is an issue for the future development of the site and planning needs to ensure no significant land use conflict or hazard occurs or redundant controls do not hinder optimum development outcomes.

8. Open space provision

Any residential development on the subject site would need to be supported by some local/neighbourhood open space in addition to the regional foreshore reserve. The City's recreational planning work to date suggests that no additional active open space would be required in this location at this stage. In the event of the Port being redeveloped for residential, additional recreational facilities would be required but could be accommodated within that area.

This is not necessarily an issue for the MRS amendment stage, however something to consider if/when the site is developed.

9. Commercial floorspace/ Land uses

North Fremantle Activity Centre is nominated as a District Centre in State Planning Policy 4.2 – Activity centres, however it does not function as such. Specifically, it lacks a local supermarket. The closest supermarkets are East Fremantle (1.5km) and Mosman Park (3.5km). North Fremantle's growth as a centre has been restricted to some degree by its location, fragmentation and access limitations.

While it is not necessary to allocate commercial space at the MRS amendment stage, the proponents do include a 'concept plan' with indicative

Commercial zoning/land use in the southwest corner of the site. The proponent provides:

"Commercial and mixed use can be located along the southern extent of the subject land to buffer/transition from the port area and Tydeman Road Land use controls can be applied to ensure that future development does not compete with Queen Victoria Street and instead focus on uses that are presently unprovided for such as a local supermarket."

Officers note that if additional retail is required to support additional urban development on the subject site, it would be preferable to collocate this with the existing centre, or at the very least establish strong pedestrian/cycle connections between the existing town centre and any new retail facilities. In any event at a future stage of planning any proposals to develop significant additional floorspace on the subject site should be accompanied by a retail impact assessment and demonstrate how it will not undermine the existing retail hierarchy.

A scenario which undermines Fremantle's established activity centres would be of concern. Location of a car-based centre on the beach is also considered undesirable from both a planning and urban design perspective.

Conclusion

Having regard to the range of issues discussed above, officers consider a more staged approach to a transition of zoning from Industry to Urban would be appropriate. Provision exists to do this through the use of an 'urban deferred' status under the MRS:

Urban deferred: This zone provides a strong indication that the land is physically and locationally suitable for urban purposes, and that this use is consistent with planning intentions, although certain requirements have to be met before the WAPC will agree to the land being transferred to the urban zone.

Under an urban deferred zoning, before agreeing to the transfer of land to the urban zone, the WAPC (under *Planning guidelines - Lifting of urban deferment* 2019) requires evidence, such as a draft structure plan, that:

- *the land is capable of being provided with essential services and agreement has been reached between the developers and service providers with regard to the staging and financing of services;*
- *planning is sufficiently advanced to depict an acceptable overall design to guide future development;*
- *the proposed urban development represents a logical progression of development;*

- *regional requirements (such as regional roads, open space and public purposes) have been satisfied or provision made for them; and*
- *any constraints to urban development, including in relation to environmental, hazard and risk issues, can be satisfactorily addressed.*

Where land has an urban deferred status, the requirements for further work to be done to address various planning issues can be expressed as conditions to be satisfied in order for the WAPC to lift the deferred status. In the case of the North Fremantle industrial precinct these conditional matters might appropriately deal with the following:

a) Regional road planning requirements have been resolved and provision made for them.
b) Full identification of the extent of any soil and/or groundwater contamination, and determination of satisfactory contamination management and remediation requirements.
c) Demonstration by the applicants that the land is capable of being provided with essential services and agreement has been reached between the developers and service providers with regard to the staging and financing of services. Given the relatively large size of this overall land area, this requirement would enable servicing issues to be resolved before land ownership potentially becomes more fragmented. This would then save time at the local structure plan, subdivision and development application stages.

In conclusion, officers recommend providing preliminary comment back to WAPC stating that the City in the first instance requests:

1. the WAPC are satisfied that the loss of this land to urban use would not be contrary to the objectives of the Commission's *Economic and Employment Lands Strategy: non-heavy industrial; and*
2. the WAPC, City and applicants work together to resolve the appropriate extent of land required for inclusion in the coastal foreshore Parks and Recreation Reserve.

and subject to resolution of these two preliminary matters, the land not required to be included in the foreshore Parks and Recreation Reserve referred to in (2) above be rezoned to 'urban deferred' to allow for more planning to be completed prior to a transfer to the Urban zone.

FINANCIAL IMPLICATIONS

Providing preliminary comments on a proposed MRS amendment to WAPC does not have any financial implications for the City.

LEGAL IMPLICATIONS

None.

CONSULTATION

Once comments have been received and reviewed by the Department of Planning, Lands and Heritage through this preliminary comment process, a report may be presented by the Department to the WAPC recommending the initiation of an amendment to the Metropolitan Region Scheme. Should an amendment be initiated, the WAPC will again contact the City seeking formal comment on the amendment proposal, and will advertise the amendment for widespread public comment.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple majority.

COMMITTEE RECOMMENDATION ITEM PC2204-12
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council advises the Western Australian Planning Commission (WAPC) that the City of Fremantle's preliminary comments on the Proposed Metropolitan Region Scheme (MRS) Amendment – North Fremantle Development Precinct (RLS/1012), are as follows:

1. **The exploration of alternative land uses for the North Fremantle Development Precinct is reasonable given the vacant, and largely cleared, status of the land in this precinct. 'Urban' zoning presents a logical option given its prime location, subject to the WAPC being satisfied that the loss of this land to industrial use (whether related to Fremantle Port or other industrial land needs) would not be contrary to the objectives of the Commission's *Economic and Employment Lands Strategy: non-heavy industrial.* However, due to the land's past industrial use, its proximity to a section of coastline of high regional recreational significance and vulnerability to coastal hazards and the Fremantle Port, regional and local transport and access considerations, and the Future of Fremantle work and impact of future development on the site to the wider area, there are several issues that the City considers need a greater degree of resolution prior to the subject site being suitable for zoning for urban redevelopment. These are as follows:**

a) **Determination of the extent of land required for an enlarged coastal foreshore Parks and Recreation Reserve, taking into account the need for the portion of the reserve inland of the year 2120 coastal erosion hazard line to provide sufficient space for environmental conservation and public recreational needs, noting that to meet these needs community infrastructure to service Port Beach as a second beach 'node' to relieve pressure on Leighton Beach and accommodate growing population demands for beach use will be required.**

b) **The land being capable of being provided with essential services and agreement has been reached between the developers and service providers with regard to the staging and financing of services.**

c) **Future of Fremantle planning has sufficiently advanced to a stage that depicts clear objectives to guide future development in the area.**

d) **Regional road planning requirements have been resolved and provision made for them.**

2. **Having regard to point 1 a) above, the City requests the WAPC to engage in further discussions with the City of Fremantle, the proponents and other relevant stakeholders to review the extent of land required to be included within an expanded Parks and Recreation Reserve in order to meet the long-term recreational demands upon this precinct in addition to addressing the risks and impacts of coastal processes.**

3. **Subject to resolving the appropriate extent of land required for inclusion in the coastal foreshore Parks and Recreation Reserve as referred to in point 2 above, the City considers that the remaining land subject to the rezoning proposal could more appropriately be considered for a MRS 'urban deferred' zoning in the first instance, to allow for more planning to be completed prior to a transfer to the Urban zone. The lifting of urban deferred status should be tied to demonstration of the matters referred to in point 1b, 1c and 1d above having been satisfactorily addressed.**

Carried: 6/1
For
Mayor Hannah Fitzhardinge, Cr Bryn Jones
Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

Against
Cr Geoff Graham

97/176

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10.1 Deferred Items

PC2204-2 REFERRED ITEM - JOSLIN STREET, NO. 16 (LOT 1132), HILTON - ALTERATIONS AND CHANGE OF USE TO GROUPED DWELLING TO EXISTING BUILDING AND TWO STOREY GROUPED DWELLING (TG DA0425/21)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Agenda attachments: 1. Amended Development Plans
Additional information: 1. Site Photos
2. Heritage Assessment

SUMMARY

Approval is sought for restoration works, additions and alterations to the existing dwelling at No. 16 Joslin Street, Hilton and the addition of a new two storey Grouped Dwelling to the rear of the site.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and comments received during the notification period that cannot be addressed through conditions of approval. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4), Residential Design Codes (R-Codes) and Local Planning Policies. These discretionary assessments include the following:

- **Fencing height**
- **Building height (external wall)**
- **Lot boundary setback (west)**

The subject application was considered at the Planning Committee meeting on 2 March 2022, where the Planning Committee referred the application back to the administration to allow the applicant to make amendments to the proposal plans in accordance with the following:

> ***Refer the application to the administration with the advice that the Council is not prepared to grant planning approval to the application for alterations and change of use to Grouped dwelling to existing building and two storey Grouped dwelling at No. 16 Joslin Street, Hilton based on the current submitted plans and invite the applicant, prior to the next appropriate Planning Committee meeting to consider submitting amended plans to reduce the impact of the height of the new dwelling on the streetscape and amenity of the retained dwelling.***

On 21 March 2022, the applicant provided amended plans, comprising the following amendments:

- **Changing the upper floor roof pitch of the rear dwelling from 35 degrees to 30 degrees, reducing the overall height of the roof by 0.39m from 8m to 7.6m.**
- **The upper floor setback of the rear dwelling from the internal boundary was increased by 0.5m from 1.62m to 2.12m.**
- **The upper floor master bedroom window was modified to be a large vertical feature window.**

The application is recommended for conditional approval.

PROPOSAL

Detail

An application was submitted on 28 September 2021 for demolition of an existing dwelling and addition of two Grouped dwellings at No. 16 Joslin Street, Hilton. As a result of initial feedback from officers that the demolition works would not be supported, the applicant has submitted amended plans (16 December 2021) that now seek approval for restoration works, additions, and alterations to the existing dwelling and the construction of a two storey Grouped Dwelling to the rear of the site. The proposed works include:

- Existing dwelling
  - Removal of existing asbestos cladding and replacement with new cladding.
  - The addition of a bedroom and bathroom to the side of the dwelling.
  - A new front fence around the site.
  - Window alterations.
  - Roofline alterations to the rear of the dwelling.
- New dwelling
  - Two storey dwelling accessed via the existing driveway access point.
  - Two car garage, three bedrooms, living area, and media room to ground floor.
  - Upper floor comprising a bedroom, ensuite and office.
  - Pool and terrace to rear yard.

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The subject application was considered at the Planning Committee meeting on 2 March 2022, where the Planning Committee deferred consideration of the application for the applicant to make amendments to the proposal plans in accordance with the following:

> *Refer the application to the administration with the advice that the Council is not prepared to grant planning approval to the application for alterations and change of use to Grouped dwelling to existing building and two storey Grouped dwelling at No. 16 Joslin Street, Hilton based on the current submitted plans and invite the applicant, prior to the next appropriate Planning Committee meeting to consider submitting amended plans to reduce the impact of the height of the new dwelling on the streetscape and amenity of the retained dwelling.*

On 21 March 2022, the applicant provided amended plans, comprising the following amendments:

- Reducing the upper floor roof pitch of the rear dwelling from 35 degrees to 30 degrees, reducing the overall height of the roof by 0.39m from 8m to 7.6m.
- The upper floor setback of the rear dwelling from the internal boundary was increased by 0.5m from 1.62m to 2.12m.
- The upper floor master bedroom window was modified to be a large vertical feature window.

Amended development plans are included as attachment 1.

Site/application information

Date received:	28 September 2021
Owner name:	H Atherton & S A Morrice
Submitted by:	Paramount Design
Scheme:	Residential R20/25
Heritage listing:	Hilton heritage area
Existing land use:	Single House
Use class:	Grouped Dwelling
Use permissibility:	D

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CONSULTATION

External referrals
Nil required.

Community
The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the proposal initially involved the demolition of an existing dwelling in a heritage area, in addition to some matters which varied the applicable planning requirements. The advertising period concluded on 29 October 2021, and two submissions were received. The following issues were raised (summarised):

- The submitters were concerned that the height of the proposed dwelling will block sunlight to their property including their living areas, back yard, alfresco, and bedroom.
- The submitter was concerned that the site cover proposed across the site was not consistent with the Hilton 'garden suburb' requirements.
- The submitters objected to the proposed demolition of the existing dwelling, noting that the replacement of the existing dwelling with a rebuilt structure was not consistent with other properties in the immediate area which had sought to restore the existing dwellings.

In response to the above, the applicant submitted revised plans to remove the proposed demolition from consideration and confirmed that open space and overshadowing was deemed to comply.

In response to the above, the following comments are provided by officers:

- It is noted that initial consultation was also undertaken on the basis that the existing dwelling to the subject site would be demolished and rebuilt in a different configuration. Following the City's heritage advice the development was amended to retain the existing dwelling and undertake additions and alterations to the building.

The remaining comments are addressed in the officer comment below.

It is noted that no additional consultation was required to be undertaken in relation to the final set of amended plans which are the subject of this report.

OFFICER COMMENT

Statutory and policy assessment
The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application the areas outlined below do not meet the Deemed-to-comply or policy provisions and need to be assessed under the Design principles:

- Fencing height
- Building height (external wall) – rear dwelling
- Lot boundary setback (west)

The above matters are discussed below.

Background
The subject site is located on the northern side of Joslin Street, Hilton. The site has a land area of approximately 905m² and is currently occupied by an existing Single house. The site is zoned Residential and has a density coding of R20/25. The site is not individually heritage listed but is located within the Hilton Heritage Area.

The site exhibits multiple trees in front of the existing dwelling and to the rear of site, the majority of which are to be removed in the proposed development. The Residential Design Codes require that a new tree be provided to the rear lot, and a condition of development approval is recommended to ensure that this is installed. Two existing patios and a single garage are proposed to be demolished.

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The site has a fall of approximately 2m from front to back, with retaining walls required to support the excavated finished level of the proposed dwelling to the rear of site.

A search of the property file has revealed the following history for the site:

- DA0297/21 – Demolition of existing Single house and construction of Two Storey Single House.
  This proposal was withdrawn following heritage advice that the demolition of the existing dwelling would not be able to be supported.
- DA419/08 – Subdivision of subject property – the City recommended that the subdivision of the parent property be approved.

The subject application was considered at the Planning Committee meeting on 2 March 2022, where the Planning Committee deferred consideration of the application for the applicant to make amendments to the proposal plans in accordance with the following:

> *Refer the application to the administration with the advice that the Council is not prepared to grant planning approval to the application for alterations and change of use to Grouped dwelling to existing building and two storey Grouped dwelling at No. 16 Joslin Street, Hilton based on the current submitted plans and invite the applicant, prior to the next appropriate Planning Committee meeting to consider submitting amended plans to reduce the impact of the height of the new dwelling on the streetscape and amenity of the retained dwelling.*

On 21 March 2022, the applicant provided amended plans, comprising the following amendments:

- Reducing the upper floor roof pitch of the rear dwelling from 25 degrees to 30 degrees, reducing the overall height of the roof by 0.39m from 8m to 7.6m.
- The upper floor setback of the rear dwelling from the internal boundary was increased by 0.5m from 1.62m to 2.12m.
- The upper floor master bedroom window was modified to be a large vertical feature window.

In their submission in support of the amended plans, the applicant notes that they consider that the reduction in roof pitch and increased upper floor setback will reduce the impact of building bulk and increase solar access for the front lot. They also note that the modified upper floor window will break up the elevation and reduce the impact of building bulk.

Indicative subdivision layout
In accordance with the requirements of LPP 3.7 for the Hilton heritage area, the subdivision form provides one dwelling behind another, with a minimum frontage of greater than 16m provided to the front lot. The accessway is provided as common property to enable shared access.

The proposed lot layout achieves both the minimum (350m^2) and average (450m^2) lot area requirements applicable at the lower R20 density coding that applies to the site. On this basis it would not be necessary to recommend conditions related to LPP 2.2 relating to the City's energy efficiency and sustainability schedule as the site does not need to utilise the higher applicable density (R25) to create compliant lots.

A formal application for subdivision has yet to be lodged with the WAPC.

Heritage Impact
The submitted plans were not supported as they proposed full demolition of the existing house which was found to have at least some significance in the context of the Hilton Heritage Area.

The City's heritage officers have reviewed the amended proposal and the intention to retain the existing home with some additions and alterations are generally supported. The heritage assessment is provided as additional information to this report. However, the heritage assessment notes that the proposed front fence is not supported in accordance with the requirements and discretionary criteria of LPP 3.7, and on this basis a condition of approval is recommended to require that the fence satisfies the Hilton policy requirements. Further assessment of the proposed fence is provided later in this report.

The amended proposal is supported as a positive heritage outcome in accordance with the following comments:

Original heritage Hilton house:
- The retention and conservation of this original Hilton house is to be commended including:
  - The removal of the later sleepout and reinstatement of the open front verandah
  - The replacement of the asbestos and batten cladding and weatherboard dado with new material in matching profile
  - The retention and restoration of original external doors and windows
  - The retention of the original roof form and eaves detail
- The proposed new side addition is supported as the room and verandah is set back over 1000mm behind the front wall of the building and is constructed using materials that are sympathetic with the character of the existing house

- The proposed internal works are acceptable as they will not detract from the heritage values of the house and the streetscape of Joslin Street

Proposed new house to rear of block

- The proposed new house is supported as it will have minimal heritage impact on the streetscape of Joslin Street as it is largely concealed by the original heritage house at the front of the block.

Local Planning Scheme 4 Cl. 4.14
With respect to the extent of demolition to the existing dwelling on the front lot, the removal of the existing cladding and alterations to the sides and rear of the building are considered worthy of support in accordance with LPS 4 cl. 4.14 as these are elements of limited heritage significance and the main dwelling will remain intact. The removal of the rear patios and garage are likewise supported due to their limited heritage significance.

Land Use
A Grouped dwelling is a 'D' use in the Residential Zone, which means that the use is not permitted unless the Council has exercised its discretion by granting planning approval. In considering a 'D' use the Council will have regard to the matters to be considered in the *Planning and Development (Local Planning Schemes) Regulations 2015*. In this regard the following matters have been considered:

(b) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area
(m) The compatibility of the development with its setting including the relationship of the development on adjoining land or on other land in the locality including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development
(n) The amenity of the locality including the following:
(iv) Environmental impacts of the development
(v) The character of the locality
(vi) Social impacts of the development
(y) Any submissions received on the application.

The proposed development is considered to address the above matters for the following reasons:

- The proposed lot arrangement satisfies the density requirements of the R-Codes and layout requirements of LPP 3.7 and will retain the existing dwelling on site with a new lot to the rear.
- The development satisfies the site area requirements at the lower applicable density coding (R20) resulting in no need to apply conditions under LPP 2.2 in accordance with the City's Energy Efficiency and Sustainability Schedule.

- As discussed below, the areas of the development which do not meet the relevant R-Codes deemed-to-comply or Council policy requirements are limited and considered to be worthy of support, subject to conditions.

Lot boundary setback (west)

Element	Requirement	Proposed	Extent of Variation
Lot boundary setbacks	Lot 2: Ground floor, Bed 3-Kitchen: 1.5m	Lot 2: 1.27m	0.23m

The western lot boundary setback is considered to meet the Design principles of the R-Codes in the following ways:

- The adjoining property to the west is currently under construction, however the intended plans for this site include a carport and bin area along this property boundary, both elements which are not sensitive to building bulk impacts.
- The dwelling is set well below natural ground level along the western boundary, with the ground floor of the dwelling sitting below the height of a standard dividing fence resulting in minimal overshadowing and no privacy impact as any windows would be readily screened by a dividing fence above the necessary retaining walls.

This element has not changed from the previous version of plans.

Building height (external wall)

Element	Requirement	Proposed	Extent of Variation
Building height	Maximum wall height 3.5m Maximum roof ridge height 6.5m	Wall height: 5.7m Roof ridge: 7.6m (amended from 8m)	Wall height: 2.2m Roof ridge: 1.1m (amended from 1.4m)

In accordance with LPP 3.7, in instances where an external wall height or roof ridge height is proposed for a dwelling on a rear lot, the development is to comply with the deemed-to-comply requirements of the R-Codes with respect to the following criteria:

R-Codes Element	**Officer Comment**
Lot boundary setback	While the development does seek to vary the deemed-to-comply lot boundary setback requirements, this does not relate to the proposed upper floor which meets relevant setback requirements.
Open space	The development satisfies the relevant deemed-to-comply open space requirements.
Solar access	Due to lot orientation, the development casts shade at midwinter to the south over the subject site and is also deemed to comply.

On this basis, it is considered that the proposed building height satisfies the relevant replacement deemed-to-comply criteria of the Residential Design Codes, and it is likewise considered to satisfy the relevant design principles as follows:

R-Codes Design Principle (summarised)	**Officer Comment**
The development maintains adequate access to direct sun into buildings and appurtenant open spaces.	The subject lot is oriented such that shade cast by the development will fall over the subject site towards the existing dwelling at midwinter rather than over adjoining lots. The proposal plans have been amended to reduce the height of the building and increase the upper floor setback so as to reduce the impact of the building onto the front lot.
The development ensures adequate daylight to major openings into habitable rooms.	As noted above, the upper floor is set centrally on site, providing for appropriate sunlight access for existing and future dwellings on adjoining lots.
The development maintains access to views of significance.	No views of significance are considered to be restricted by development on this site.

On this basis, the proposed building height is supported. The amendment to reduce the overall height of the building by reducing the proposed roof pitch is considered to be worthy of support for the reasons outlined above.

Fencing height

Element	Requirement	Proposed	Extent of Variation
Proposed front fence	A maximum height of 1.5m and a minimum of 85% visually permeable above 300mm. *It is noted that the Hilton policy provides a number of permitted fencing typologies, however the above is considered to be most applicable to the subject proposal.	1.6m high, visually permeable above 0.8m.	0.1m maximum height, 0.5m solid infills *It is noted that the proposal plans do not specify the visual permeability of fencing infills.

The subject proposal seeks to replace the existing low, open wire fence to the front boundary of the site with a new front fence. In accordance with the requirements of the Hilton Policy, consideration of the prevailing streetscape and the other discretionary criteria of the policy is undertaken in assessing a variation to the listed policy requirements. In relation to this criteria, in this instance it is considered that there are no dwellings to assess directly over the street from the site as the property is located across from Griffiths Park.

- Properties to the west of the subject site
  - 14 Joslin Street (Immediately adjoining, west) – Low picket fence.
  - 12 Joslin Street – fencing similar to the subject proposal, solid fencing with visually permeable infill panels above constructed between 2007 and 2009.
  - 10 Joslin street – Low picket fence
- Properties to the east of the subject site
  - 18 Joslin Street (immediately adjoining, east) – no fence
  - 20 Joslin Street – 1.1-1.3m high solid fencing panels, approved to have infill panels to 1.8m, constructed in the early 2010s. There is record of approval for this fence.
  - 22 Joslin Street – 650mm high Limestone fence with picket infill panels to 1.8m, constructed in the early 2010s. There is record of approval for this fence.

Based on the above prevailing streetscape, it is considered that there may be an argument in favour of a higher fence to the front boundary than would normally be permitted under the Hilton policy, however on balance, a compliant fence may be a more suitable approach in this instance. It is considered that the proposal may result in a streetscape which is not in keeping with the intent of the Hilton Heritage Area.

The discretionary criteria of LPP 3.7 also note that any fencing should maintain clear surveillance between the street and the dwelling. On the basis of the proposed front elevation shown below, it is not considered that an appropriate level of surveillance would be retained. The policy also notes that visually impermeable fencing (i.e. solid) above 300mm in height will not be supported.

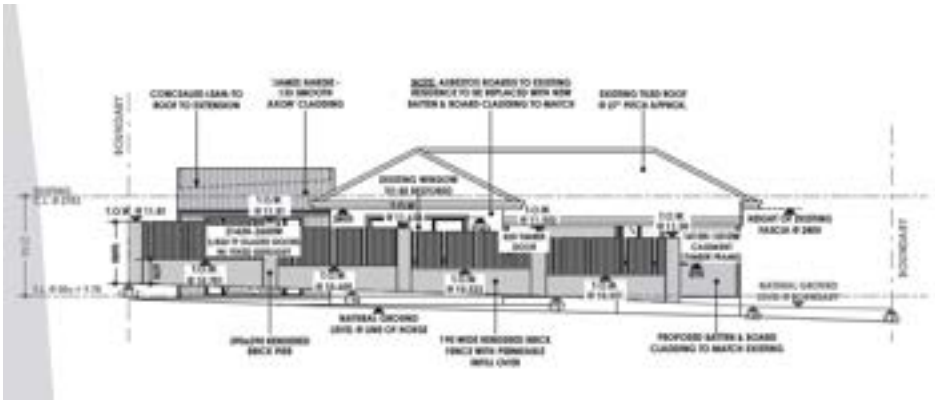

Image 1: front elevation showing proposed fence.

On this basis it is considered appropriate to recommend a condition of approval that requires that the fencing be amended to satisfy the requirements of LPP 3.7. The condition will allow for the use of any of the three fencing typologies listed in the Hilton policy.

This element has not changed in the amended plans.

CONCLUSION

The original proposal and earlier application which sought the demolition of the existing dwelling were not able to be supported due to the overall heritage impact of these works. The amended proposal seeks to retain and restore the existing dwelling on site while providing for additional development potential to the rear of the site in accordance with the relevant density requirements for the locality.

The amended proposal plans, submitted on 21 March 2022 seek to reduce the impact of the new rear dwelling onto the retained dwelling by reducing the overall height of the roof, increasing the setback of the upper floor by 0.5m from the internal boundary, and introducing a full height window to the southern elevation.

The amended proposal which sought to retain the existing dwelling on site was recommended for support, and the amended proposal plans are likewise considered worthy of support and are recommended for approval, subject to conditions.

STRATEGIC IMPLICATIONS

Green Plan 2020
Encourage the retention of vegetation on private land.

1. The proposal plans indicate the removal of a number of trees from the subject site.
2. The proposal plans indicate the installation of a tree next to the porch of the new dwelling. A condition of approval is recommended to require its installation in accordance with the R-Codes.
3. No development approval is required for the removal of trees on private property unless they are listed on the City's Significant Tree Register.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

COMMITTEE DECISION ITEM PC2204-2
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Alterations and change of use to Grouped Dwelling to existing building and Two Storey Grouped Dwelling at No. 16 (Lot 1132) Joslin Street, Hilton, subject to the following condition(s):

1. **This approval relates only to the development as indicated on the approved plans, dated 21 March 2022. It does not relate to any**

other development on this lot and must substantially commence within four years from the date of this decision letter.

2. Prior to the issue of a Building Permit, all fencing within the Primary Street setback area of the subject site, shall be amended to satisfy the following fencing requirements:

   - 0.9m high and 20% visually permeable above 0.3m,
   - 1.2m high and 50% visually permeable above 0.3m, or
   - 1.5m high and 85% visually permeable above 0.3m.

   as per clause 1.5.1 of the City of Fremantle's Local Planning Policy 3.7 – "Hilton Garden Suburb Precinct" Heritage Area Local Planning Policy, to the satisfaction of the City of Fremantle.

3. Prior to the issue of a Building Permit for the development hereby approved, a detailed landscaping plan in accordance with clause 5.3.2 of the R-Codes, including information relating to species selection of the required tree to Lot 2, reticulation, details of existing vegetation to be retained, and treatment of landscaped surfaces (i.e. mulch, lawn, synthetic grass etc), shall be submitted to and approved by the City of Fremantle.

4. Prior to occupation of the development hereby approved, the approved landscaping shall be completed in accordance with the approved plans and maintained for the life of the development to the satisfaction of the City of Fremantle.

5. All storm water discharge from the development hereby approved shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.

6. The works hereby approved shall be undertaken in a manner which does not irreparably damage any original or significant fabric of the building. Any damage shall be rectified to the satisfaction of City of Fremantle.

7. Prior to the occupation of the development hereby approved, vehicle crossovers shall be constructed to the City's specification and thereafter maintained to the satisfaction of the City of Fremantle.

8. All works indicated on the approved plans, including any footings, shall be wholly located within the cadastral boundaries of the subject site.

9. Prior to occupation/ use of the development hereby approved, the boundary wall located on the southern internal boundary between Lots 1 and 2 shall be of a clean finish in any of the following materials:
   - coloured sand render,
   - face brick,
   - painted surface,

   and be thereafter maintained to the satisfaction of the City of Fremantle

10. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice note

i. The applicant is advised that the existing verge tree is to be protected during the construction process with a minimum 2.8x2.8m fencing enclosure.

ii. A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

iii. Fire separation for the proposed building works must comply with Part 3.7.2 of the Building Code of Australia.

iv. The City advises that the required landscaping plan should address the applicable provisions within Design Element 5.3.2 – Landscaping of the Residential Design Codes – Volume 1.

v. The City strongly encourages deep planting zones that should be uncovered, contain a retained or planted tree to Council's specification, have a minimum dimension of 3.0m and at least 50% is to be provided on the rear 50% of the site.

Carried: 6/1

For
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang

Against
Cr Ben Lawver

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10.3 Committee delegation

PC2204-4 PARRY STREET, NO. 26 (LOT 440), FREMANTLE - FOUR STOREY MIXED USE DEVELOPMENT, (MULTIPLE DWELLINGS AND TOURIST ACCOMMODATION) – (TG DA0486/20)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Council
Agenda attachments: 1. Amended Development Plans
Additional information: 1. Site Photos
2. Context and character
3. R-Codes Volume 2
4. Landscaping plan

SUMMARY

Approval is sought for a four storey Mixed use development comprising 8 Multiple dwellings and 22 Tourist Accommodation units at 26 Parry Street, Fremantle.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and submissions received through the consultation process. The application seeks discretionary assessments against the Local Planning Scheme No. 4 (LPS4), Residential Design Codes (R-Codes) and Local Planning Policies. These discretionary assessments include the following:

- **Plot ratio (density)**
- **Building height**
- **Car parking**
- **Boundary walls**
- **R-Codes Volume 2 Matters**

The application is recommended for conditional approval.

PROPOSAL

Detail
Approval is sought for a new four storey Mixed use development to a vacant site. The proposed works include:

- Four storeys plus lift shaft
- 8 Multiple dwellings (serviced apartments)
- 22 Tourist Accommodation units
- 14 parking bays (inclusive of two car stackers)
- Ground floor parking, lobby, laundry and servery *(Note: All services and spaces are intended for use of owners/occupiers/tourists of the units, not for the general public.)*
- Façade composed of brick and limestone, with laser cut screens proposed.
- Two metal panels on the street front elevation intended for the use of the public art requirement.

The applicant submitted multiple sets of amended plans following Design Advisory Committee (DAC) and City Officer advice. These changes included deletion of three Multiple dwelling units (reduced from 11 in originally submitted proposal), deletion of 6 Tourist units (originally 28 units) and significant design changes including relocation of the pool, alterations to the form and material of the façade, and alterations to the unit layouts to provide better internal and external amenity. In the most recent set of amended plans, the applicant removed one studio unit abutting the pool area from consideration due to internal amenity concerns raised by the Design Advisory Committee and replaced this unit with a gymnasium.

On 14 March 2022, the applicant provided a final set of amended plans which modified the extent of indicative works within Queens Square to align with the updated landscaping plan.

The final set of amended development plans received on 14 March 2022 are included as Attachment 1.

Site/application information

Date received:	5 October 2020
Owner name:	MFT Investments (WA) Pty Ltd
Submitted by:	Property Genesis
Scheme:	Mixed Use R35
Heritage listing:	WECA Heritage Area
Existing land use:	Vacant site
Use class:	Multiple Dwellings, Tourist Accommodation
Use permissibility:	A, A

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CONSULTATION

External referrals

Heritage Service (Department of Planning Lands and Heritage)
The application was referred to the state government's Heritage Services as the subject site is adjacent to a state heritage listed property and near the Fremantle Prison. Heritage Services have advised that they have no objection to the proposal as it will not impact on the heritage significance of the two properties in question.

Fremantle Ports (FP)
The application was referred to FP as the subject site is located within Fremantle Port Buffer Area 2. No comments were received, and the City has therefore only recommended the standard Area 2 conditions and advice notes be imposed.

Design Advisory Committee (DAC)
The subject development was referred to the City's Design Advisory Committee as the development comprised a building height greater than 11 metres in accordance with Local Planning Policy 1.9. The application was presented three times to the City's DAC. At its first two meetings the DAC raised concerns regarding the external styling of the development, the internal layout of apartments and rooms, and the overall internal and external amenity. After the second DAC meeting, the applicant met with City Officers and the Chair of the committee to discuss specific design changes needed to address DAC concerns.

Following these meetings, the applicant amended the proposal to reduce the number of apartments and tourist units, significantly altered the layout by relocating the pool, and improved the internal amenity of the remaining apartments and rooms. These plans were presented to the DAC on 13 September 2021, where the Committee provided the following comments:

Design quality evaluation	
Strengths of the Proposal	The DAC acknowledges the importance of the subject site. Any development will be highly visible along this gateway route into the Fremantle CBD. The development has a unique opportunity to capitalise on its location immediately adjacent to Queens Square. The DAC supports aspects of the proposal including: • The consolidation of WC/amenities at the north-east corner has successfully allowed for enhanced ground floor activation and passive surveillance over Queens Square. • The extent of inactive sleeved space on Parry Street has been minimised in favour of active lobby frontage. • The reorganisation and relocation of the pool to the northern edge of level 1 has successfully released the Garden Deck to be generous, accessible and more useable. • The corresponding introduction of the 'slot' at level 1 connecting the pool to the garden deck creates depth, interest and access to light, view and vista to the Garden Deck. • Unit/Apt corridors have access to natural light, ventilation, view and vista as well as lounge areas. • The introduction of a function room adjacent to the Garden Deck provides additional occupant amenity. • The relocation of the unit bathrooms in-board has enabled the living areas to better engage with the balcony, view and vista. The selection of materials including face brick and solid limestone is contextually appropriate and supported. As is the modulation, articulation and facade presentation.
Principle 1 **Context and character**	*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	a) The proposal has not been supported by a coherent context and character study. Such a study would be valuable in illustrating "how" consideration of the context has influenced the design approach. b) The decorative screens provide an interesting opportunity for

	Public Art. See further comments below under Aesthetics.
Recommendations	1. It is recommended that any future submission includes streetscape elevations that illustrate the proposal in relation to adjoining properties in its current and future context. 2. The applicant is encouraged to engage an artist early in the design process if the screens are intended to be used for Public Art.
Principle 2 **Landscape quality**	*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	a) There is no demonstration of a coherent landscape design proposal. b) There is little or no deep planting provision within the proposal, nor sufficient on- structure planting that could be deemed as an appropriate alternative.
Recommendations	1. The applicant is encouraged to engage a landscape architecture professional to develop a landscape concept design, including demonstration of appropriate deep soil provision and integration with ESD strategies. 2. The applicant should demonstrate how the design achieves appropriate deep soil areas or provides suitable alternatives of on-structure planting consistent with SPP7.0.
Principle 3 **Built form and scale**	*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
	a) The overshadowing diagram does not appear to accurately illustrate the overshadowing impact of the development. b) See further comments and recommendations under Context and Character.
Recommendations	It is recommended that any future submission includes streetscape elevations that illustrate the proposal in relation to adjoining properties in its current and future context.
Principle 4 **Functionality and build quality**	*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
	a) The proposed plans do not illustrate any apparent services allocation and location including AC condensers, tanks and pumps to support sprinkler allocation and sub-station provision. b) The proposed plans do not illustrate any necessary spaces for the operational requirements of the short-stay rooms such as on-floor laundry and/or cleaning rooms.

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Recommendations	1. The applicant is encouraged to review the servicing requirements of the building as well as the proposed uses and consider an allocation and location for such services. 2. Consider moving Store 2 to connect with Store 1 and thereby consolidate wasted space into a more useable configuration and add secure access. 3. The applicant is encouraged to explore ways in which the main stair can be comfortably and intuitively used by occupants in lieu of the lifts.
Principle 5 **Sustainability**	*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
	The submission does not include an Environmental Sustainability Design (ESD) strategy.
Recommendations	1. The applicant is encouraged to engage an ESD professional to prepare ESD strategies which are suitably responsive to the site's opportunities and integrated with the architectural intent. 2. Consideration of the proposal's performance against market-based ESD and evaluation tools (e.g. GreenStar) is encouraged. 3. Particularly consideration should be given to opportunities for on-site photovoltaic energy production.
Principle 6 **Amenity**	*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
	There are opportunities to improve the amenity and functionality of several studios and apartments, particularly Studio Apartment 2, and Suite 1 which appears to have restricted access to light, external views and vistas.
Recommendations	1. Consider removing studio Suite 1 or rotating 90 degrees and reorganising the residual space into communal terrace and/or lounge area. 2. Consider high level windows to Suite 1 and Studio Apt 2.
Principle 7 **Legibility**	*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
	Whilst concern remains for the combined private and public entry, the entry has been made more generous for both short stay and residents.
Recommendations	None
Principle 8 **Safety**	*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	Further consideration of design opportunities to improve safety and surveillance along Parry Street is encouraged.

Recommendations	To address safety and surveillance issues at the corner of Parry Street and Queens Square, consider reducing the extent of recess at ground level in the brick facade, or, open the facade at ground up more extensively while maintain some articulation and depth in the facade.
Principle 9 **Community**	*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
	No specific comment
Recommendations	None specifically
Principle 10 **Aesthetics**	*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
	Artwork is an important part of the Parry Street frontage. It is therefore recommended that an artist or art consultant should be engaged early to establish a coherent and contextually appropriate response.
Recommendations	Refer to comments and recommendations under Context and Character.

Concluding Remarks
Whilst the proposal has improved incrementally the proponent is encouraged to consider removing Suite 1 to fully realise the potential for high quality amenity associated with the garden deck and pool area.

The applicant submitted further amended plans on including design changes in response to City Officer and DAC comments, including:

- The studio apartment adjoining the pool has been removed and replaced with a gym as a communal amenity. This was undertaken in response to the concerns raised by the DAC with respect to the amenity of this apartment, in that in the original location it may have been subject to undue noise from the shared pool amenity.
- The applicant provided an updated context and character statement which is provided as an attachment, detailing the design intent put forward by the applicant in response to the development context.
- The applicant has provided a detailed landscaping plan which is provided as an attachment, noting that any works outside the property boundary to Queens Square are not subject to this application but they have been reviewed by the City's Parks and Landscaping team and given in principle support. The provision of landscaping area to the building is discussed further in the officer comment section of the report and the implementation of the landscaping plan of the development site (excluding the indicative

works to Queens Square which would be subject to further approvals) is required as a recommended condition of approval.
- The development, as subject to the R-Codes, is not subject to the City's ESD policy, and the development has addressed the requirements of the R-Codes through the provision of a rooftop solar array. The development is however subject to LPP 3.1.5 which requires that development address specific ESD standards where the highest applicable building heights are sought, this element is discussed further in the officer comment section below.
- The applicant provided an updated overshadowing plan which updated the proposal to demonstrate the shade cast at midday on midwinter. The shade cast by the development is discussed further in the officer comment section of the report.

The additional changes provided in the latest set of amended plans are considered to have met the design recommendations made by the DAC. It is noted that matters such as the provision of public art elements are recommended to be addressed through a condition of approval and are discussed in the context of the City's Local Planning Policy.

Through the multiple reviews of the subject application through the development application and design review process, the proposal is considered to have provided an appropriate response to the design criteria and the provision of clause 78B (6c) LPS4.

Community
The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as notification was required under LPS4. Advertising included:
- Letters to owners and occupiers adjoining the subject site
- Sign on site
- Precinct notification
- Talk to a Planner session
- Plans and documents on the City's MySay website

The advertising period concluded on 11 January 2021, and six (6) submissions were received. The following issues were raised (summarised):
- Submitters raised concerns with the height of the proposed building being inconsistent with the remainder of the area. Submitters were concerned with respect to the bulk of the building, and it being built up to property boundaries.
- The design of the building and its response to the context and character of Fremantle was raised as a concern.
- A submitter was concerned that the building would provide for overlooking of adjoining buildings.

- A submitter raised concerns in relation to the design of the building in the context of the proximity of the building to Fremantle Prison.
- A submitter was concerned that the private café was poorly positioned to provide public service.
- A submitter was concerned with regard to the installation of retaining walls to support excavated levels on site.

In response to the above, the following comments are provided by officers:

- Although the proposed building would be the first to develop in the Queens Square (east) sub-area of Local Planning Area 2 under the LPS4 (Schedule 7) building height requirements, the subject building is considered to be consistent with the expected heights as provided for in Schedule 7 of LPS4 for the immediate locality.
- The application was referred to Heritage Services (DPLH) for comment due to its proximity to Fremantle Prison and as discussed in the officer comment section, no concerns were raised with the design of the development.
- It is noted that the café is proposed as a private amenity for residents and visitors to the building, a further approval would be required to operate a public café from this area, should one be pursued following any approval of the development.

The remaining comments are addressed in the officer comment below.

OFFICER COMMENT

Statutory and policy assessment

The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application the areas outlined below do not meet the Deemed-to-comply or policy provisions and need to be assessed under the Design principles:

- Plot ratio (density)
- Building height
- Car parking
- Boundary walls
- R-Codes Volume 2 matters

In addition to the above R-Code provisions, discretion is also being sort against LPS4 with regards to the proposed land uses.

these matters are discussed in detail below.

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Background

The site is zoned 'Mixed use' with a density coding of R35. The site is located in the Fremantle Local Planning Area and is subject to the provisions of Schedule 7 (Sub Area 2.3.2) of LPS4. The development seeks discretion for the density to be increased to R60 under clause 4.2.5 of the scheme (further discussed below).

The application also proposes landscaping works to Queens Square. These works are outside of the lot boundaries and do not form part of this application. Works to Queens Square are subject to a separate agreement and/or future application between the applicant and the City's Infrastructure and Project Delivery Services directorate but have been reviewed on a preliminary basis and given in principle support. It is noted that the City's Management Orders for Queens Square do not permit leasing to third parties. Any change to the orders requires the approval of the Council and the Minister, and may be the subject of future discussions between the applicant and the City.

The subject site is located on the east of Parry Street between High Street and Holdsworth Street in Fremantle. The land slopes upwards approximately 1.5 metres from the street to the rear. To the north, the site abuts a portion of the Queens Square reserve and a small portion of land containing a commercial building. Abutting the rear of the site is a single storey lodging house comprising nine units. The site to the south is the old Fremantle Dental Clinic, which is situated in a different sub-area under the scheme that does not permit a four-storey building height.

The previous building on-site was demolished in late 2016 and the site has been vacant since that time. The relevant history of the site is as follows:

- On 12 December 2014, JDAP conditionally approved a four storey plus basement Mixed use development comprising Offices, Shops, Restaurant and 8 Multiple dwellings.
- On 12 June 2015, JDAP conditionally approved amendments to the internal configuration and height of the above development.
- On 26 June 2018, JDAP conditionally approved a four storey Mixed use development comprising Tourist Accommodation, Multiple Dwellings, Restaurant and Lunch Bar.

The approved development applications have not been acted upon, and the most recent one is the only one that is still valid.

LPP 2.19 - Public Art
A public art contribution is required to be provided in accordance with LPP 2.19 - Contributions for Public Art and/or Heritage Works policy. At present no approach has been confirmed by the applicant as to how compliance with LPP2.19 is envisaged. It is not uncommon that this element of the development isn't given full consideration or planning at this early stage of the proposal and accordingly the imposition of a planning condition is recommended to address this requirement.

LPP 3.1.5 – Precinct 5
This policy relates to design provisions for the inner part of the broader Fremantle Centre area, with the subject site being located within the 'Contemporary Influence' area of the precinct, an area noted in the policy exhibiting no strong unifying character. The requirements of the policy with respect to, with the following elements requiring further discussion or conditions of development approval:

The site is located on one of the secondary streets identified in the policy, and subject to the following requirements.

Policy Requirement	Officer Comment
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.	The development provides the active lobby onto the private residences and tourist accommodation units and provides an active façade from the private café onto Queens Square.
Retail and commercial floorspace shall provide major pedestrian entries directly from and level with from the street.	While the ground floor of the development predominantly provides for parking access and access to the apartments and tourist accommodation units, the lobby has been designed so as to be broken up into a number of areas being the lobby, private dining area facing onto Queens Park, and the seating area in front of the reception desk.
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 development provides a permanently fixed awning up to the property boundary for weather protection to people exiting and entering the building. In the context of the subject development site, an awning is not

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	considered to be as important as some of the sites on secondary streets identified in LPP 3.1.5 as it forms the outer edge of the policy area and it is a location with limited pedestrian movement compared to the core of the policy area. The width of the awning would also be limited by the location of existing on street infrastructure. For these reasons the requirement to provide an awning over the pedestrian path is considered appropriate to be waived. The requirement to provide an awning over the footpath was waived through the 2018 approval and this requirement is not applied through this approval for consistency in decision making.
Vehicle entrance points and services areas are to be integrated in to the overall building design and shall minimise detraction 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.	The development provides a varied façade to the primary street and minimises the extent to which the façade is taken up by vehicle entry points.
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.	Not applicable.

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Land Use
Multiple dwelling and a Tourist Accommodation are both 'A' uses in the Mixed Use Zone, which means that the uses are not permitted unless the Council has exercised its discretion by granting planning approval. In considering an 'A' use the Council will have regard to the matters to be considered in *the Planning and Development (Local Planning Schemes) Regulations 2015*. In this regard the following matters have been considered:

(c) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area
(m) The compatibility of the development with its setting including the relationship of the development on adjoining land or on other land in the locality including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development
(n) The amenity of the locality including the following:
(vii) Environmental impacts of the development
(viii) The character of the locality
(ix) Social impacts of the development
(y) Any submissions received on the application.

The objectives of the mixed use zone are as follows:

Local Planning Scheme 4 cl 3.2.1 (e):
Development within the mixed use zone shall –

i) provide for a mix of compatible land uses including light, services and cottage industry, wholesaling, trade and professional services, entertainment, recreation and retailing of goods and services in small scale premises, including showrooms, where the uses would not be detrimental to the viability of retail activity and other functions of the City Centre, Local Centre and Neighbourhood Centre zones;
ii) provide for residential at upper level, and also at ground level providing the residential component is designed to contribute positively to an active public domain;
iii) ensure future development within each of the mixed used zones is sympathetic with the desired future character of each area;
iv) ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and
v) conserve places of heritage significance the subject of or affected by the development.

The proposed development is considered to address the above matters for the following reasons:

- The proposed development provides for a mix of land uses which support the variety of land use mix in the surrounding area. These uses provide a range of accommodation options for visitors to help support surrounding shops, cafes and tourist targeted uses (Fremantle Markets, Fremantle Prison etc).
- The development is considered to provide an appropriate response at the ground level with respect to its public domain interface, providing landscaped area and active frontages to both Queens Square and Parry Street.
- The development has been considered in the context of its proximity to the Fremantle Prison as a World Heritage Listed site and supported by the Department of Planning, Lands and Heritage.
- The subject uses are unlikely to generate significant noise in their operation.
- The proposed residences will provide for all day inhabitation and surveillance of the subject locality and support the increase of the resident population within the City Centre of Fremantle. The residences will provide for inhabitation and activation in any tourism 'off seasons'.
- The uses provide for a buffer between the residential dwellings on Holdsworth Street and more active uses in the City Centre.
- The development has been designed to respond to the requirements applicable to the subject development under LPS4 with respect to building height, for the reasons discussed further in the officer comment section. The design of the building is supported by the attached context and character statement, prepared in response to DAC comments.

Density
The subject site has a density coding of R35, however in accordance with LPS4 cl. 4.2.5, the residential density of a property in the Mixed-Use zone can be increased up to R60 where residential development is part of a mixed use development, provided the development is not considered to be detrimental to the amenity of the Area.

The subject proposal is a mixed-use development as defined in LPS4, as the proposal includes more than 25% of its gross lettable area as a non-residential use class – in this instance, being Tourist Accommodation. The amendments to remove several apartments and tourist accommodation units from consideration have not affected this proportion of uses throughout the development which is currently provided as 41.6% non-residential, and 58.4% residential.

It is noted that should a change of use to residential be proposed in the future for any of the tourist accommodation apartments, this would need to be considered by the City against both the R-Codes requirements as well as the City's Scheme to confirm that the development remained as a 'mixed use' development as defined in the Scheme. The Tourist Accommodation units would remain on one strata title.

In considering whether a development presents an acceptable change to the amenity of an area, the City is to consider the requirements of LPS4, as well as the requirements of the R-Codes. These matters are discussed further in the remainder of the officer comment section of the report, however it is considered that the development provides for an acceptable response to the amenity of the immediate area of the subject site and the development is considered to be worthy of approval, subject to conditions.

Plot ratio

Element	Acceptable outcome	Proposed	Extent of departure from acceptable outcome
Plot ratio	0.8 (884.8m^2)	1.32 (1462.92m^2)	0.52 (578.12 m^2)

In accordance with the requirements of the Residential Design Codes Volume 2 (Apartments), in considering whether a proposed plot ratio is appropriate to the locality consideration is to be given to the existing and/or planned character of the area.

For non-residential development, the City does not impose specific plot ratio requirements, with the size of development generally controlled by the applicable building height requirements and setbacks. In assessing the acceptability of plot ratio it's important to understand the key objective of the R-Codes. In this instance it is to assess the overall bulk and scale of a development, ensuring it is both appropriate and complimentary within the planned and existing character of an area. In this case, the proposed development is considered acceptable as its the setbacks, height and general siting attributes are complimentary to the existing and desired bulk and scale charter of the greater sub area of Fremantle as provided for in LPS4.

Building height

Element	Requirement	Proposed	Extent of Variation
Building height – Local Planning Scheme 4 sub area 2.3.2	Maximum wall height 11 metres, with a roof plain pitch of 33 degrees One additional storey permitted subject to: - The upper level being sufficiently setback from the street so as to not be visible from the street (s) adjoining the subject site. - Maximum external wall height of 14m. - The development satisfies the 'matters to be considered in applying specific and general height controls'	13m upper floor wall height which projects into 'visible from the street' area as viewed from Queens Square (see extract below)	Visibility from street

Image 1: portion of building located in 'visible from the street' area shown in green

In accordance with LPS4 cl. 4.8.1.2, where a property exhibits a fall of greater than 1 metre across the development footprint, the specific height requirements of Schedule 7 can be increased by 0.5m. As a result of this change, the allowable wall height from where the 'visible from the street' assessment is undertaken can be raised to 11.5m as shown in the image above. As demonstrated above, the portion of the building which falls above the 'visible from the street' designation when viewed from Queens Square comprises minor elements of roof only (highlighted in green).

In assessing this development a small portion of the wall and roof height of the building exceeds the 'visible from the street' building height requirement (shown in green in the image above) as viewed from Queens Square. Accordingly a condition is recommended to be included to ensure compliance with this provision of LPS4 (i.e. the condition requires a minor redesign of these parts of the building to bring them into compliance with the Scheme requirements).

The lift shaft and building plant shown on the proposal plans is likewise permitted over and above the maximum building height in accordance with LPS4. A condition of development approval is recommended to ensure that any plant is appropriately screened to maintain visual amenity.

In respect to the requirements under Cl. 2.2 of Scheme Local Planning Area 2, the following is considered:

- The proposed building height is consistent with the predominant height pattern of buildings in the general locality such as the buildings at 185 High Street and 23 Adelaide Street and is generally consistent with the building height requirements applicable to the locality which will guide future developments.
- The proposed building height is likewise consistent with the height of the buildings which have previously been approved for the property, with the 2018 approval for a taller building remaining valid.
- The proposal has been designed so as to have a minimal impact upon the amenity of the locality, with the building designed so as to interface with Queens Park. The shade cast by the development will generally fall over the roadway or adjoining commercial building.
- The proposed development has been referred to the Department of Planning, Lands and Heritage in the context of the site's location close to the Fremantle Prison and the DPLH have confirmed that they have no objection to the proposal. The site is otherwise not heritage listed and has been vacant for some time.

The subject development is generally considered to be consistent with the expected heights in the broader locality of the subject site, noting that the subject building is the first to develop to the LPS4 height requirements in Scheme Sub Area 2.3.2. The development is considered not to be detrimental to the amenity of the area and is not considered to impose unduly on surrounding heritage buildings due to it being consistent with the intended character of the area with respect to its building height.

Scheme Sub Area Requirements

Requirement	**Proposed**
2.3.2.2 Setbacks – 1m ground floor setback to Parry Street with the setback integrated into the adjoining footpath. Zero minimum setback, and 3m maximum setback to Queens Square	1m Ground floor setback provided. The development is built up to the Queens Square boundary.
2.3.2.3 Boundary walls – Boundary walls will be permitted only where the Council is satisfied that both the following criteria are met: a) The elevation presents as an integral part of the overall aesthetic of the building; and	The proposed boundary wall elements are considered to appropriately integrate into the overall building and are appropriately sympathetic to surrounding development. Discussed further below.

b) the walls are sympathetic to the surrounding environment.	
2.3.2.4 – Vehicle parking shall not be provided for in the street setback area of any lot.	Complies
2.3.2.5 – Development abutting Queens Square shall be designed or setback so as to not undermine or compromise the integrity or well-being of the existing trees within Queens Square.	The subject site is well set back from the existing trees in Queens Square, being set approximately 16m from the existing trees. The proposal plans indicate the addition of further trees to the park in addition to landscaping elements, but these would be subject to additional approval from the City and are not subject to this application.
2.3.2.6 – New buildings shall provide for activated ground floor level frontages and passive surveillance from upper floors to Parry Street and Queens Square.	The building provides the lobby area to the ground floor accessed from Parry Street and the servery facing Queens Square to provide an activated façade. To the upper floors the apartments and accommodation units provide for surveillance to the surrounding streets.

Boundary walls
In accordance with Scheme Sub Area 2.3.2.3, boundary walls are permitted in the following instances:
(a) the elevation presents as an integral part of the overall aesthetic of the building, and
(b) the walls are sympathetic to the surrounding environment.

These criteria are considered to be met for the following reasons:

- The building to the south of the subject site is used for non-residential purposes and would not unduly be impacted by a boundary wall.
- The adjoining development to the east predominantly provides highlight non major openings along this boundary, resulting in a limited impact with respect to afternoon shade and building bulk.
- The rear elevation is integrated into the overall design of the building as the development comprises of a number of rectangular forms across each façade, with the recessed north facing corridor opening providing a lightwell into the building and breaking up the façade.
- The proposed setbacks provide for adequate separation between the subject building and neighbouring buildings, with the development providing varied setbacks and lightwells along the eastern boundary and providing a boundary wall to the property to the south which is used for non-residential purposes.

- The building being constructed up to each property boundary is considered to be consistent with the intended character of the area in providing for a consistent streetscape. The subject building is the first in the relevant Scheme sub area to redevelop.
- The development is generally consistent with the built form outcome envisioned for the site and locality in Local Planning Scheme 4.

In accordance with the above considerations, the development is considered to satisfy the relevant criteria of LPS4 Sub Area 2.3.2 and is worthy of support, subject to conditions.

Onsite car parking

Element	Requirement	Proposed	Extent of Variation
Tourist Accommodation – Car Parking	1: Unit or 1: Bedroom Required: 22 Bays	3 bays	19 bay shortfall
Multiple Dwellings – Car Parking	0.75/ One bedroom dwelling 1/Two or more bedroom dwelling Visitors: 2 Required: 6.75 (7) bays	10 bays	3 bay surplus
			Total: 16 bays
Tourist Accommodation – Delivery bays	1: Administration Centre Required: 1	Nil	1 bay
Multiple Dwellings- Delivery Bays	N/A	N/A	Nil
			Total: 1 bay
Bicycle Parking – Tourist Accommodation	N/A	N/A	Nil
Bicycle Parking – Multiple Dwellings	Resident: 0.5 spaces per dwelling requirement: 5 bays Visitor: 1 space per 10 dwellings	Bike stores provided in residential stores 2 visitor bays to ground floor	Nil

	Requirement: 1 visitor bay		
			Total: Nil

The provision of vehicle parking for the development is considered satisfactory in accordance with the discretionary criteria of LPS4 for the following reasons:

- Tourists accessing the accommodation component of the development do not necessarily require on-site parking facilities in the same manner as permanent residents of the dwellings.
- The site is surrounded by various public car parks which can be used by visitors, a great number of street bays are also provided:
    - Car parking is provided in the Henderson Street multi-storey parking facility.
    - The Fremantle Prison car park off Parry Street.
    - The public car park accessed from Holdsworth Street (223-225 High Street).
    - Public parking bays are also provided in the Holdsworth Street roadway.
    - Further on street bays are provided on Ellen Street.
- The site is well served by public transport facilities resulting in a lesser need for parking on site, with the site located approximately 600m from the Fremantle Train Station and various bus services operating along High Street (Transperth 160, 502, 915 services).

In regard to the delivery bay required for the tourist accommodation use, a condition requiring the submission of an appropriate delivery management plan to ensure that deliveries do not unduly impact Parry Street is recommended. It is considered that there is sufficient circulation space on site to accommodate deliveries for the tourist accommodation use without unduly impacting Parry Street.

End of trip facilities are not required to support the bicycle parking as the commercial portion of the development does have a bicycle parking requirement.

R-Codes Volume 2 (Apartments)

The Residential Design Codes for Apartment Developments seeks to provide a series of objectives which should be satisfied by new developments in Western Australia. The applicant is generally required to demonstrate how these objectives have been satisfied through their proposal, and while the Volume 2 Codes provide some acceptable outcomes which represent one way these elements can be addressed the Codes do not contain prescriptive criteria which can be directly assessed. Unlike the deemed-to-comply requirements of Volume 1 of the R-Codes, not meeting the Acceptable outcomes does not mean that the objectives of the codes have not been met, and alternative methods can be used.

The below matters are considered to be preeminent in considering the application, however an assessment of the element objectives of the Volume 2 R-Codes is provided as additional information.

Element	Acceptable Outcome	Proposed	Extent of departure from acceptable outcome
Visual Privacy	Balconies 7.5m setback or screened Bedrooms set back 4.5m or screened	Apartment 3 balcony to be screened to 1.6m high – note plan extract below showing screening Bedroom set back 3m and unscreened	Nil, balcony screening to be required by condition. Discussed below
Overshadowing	35%, however were the neighbouring site redeveloped to R60 density, 50% overshadowing would be permitted	49.7% (401.6m2)	14.7%
Landscaping and deep soil	Deep Soil – 10% of site area 1 large tree, 1 medium tree	5% planting area provided to ground floor. 1 tree provided to front setback area.	Deep soil area provision. Discussed below.

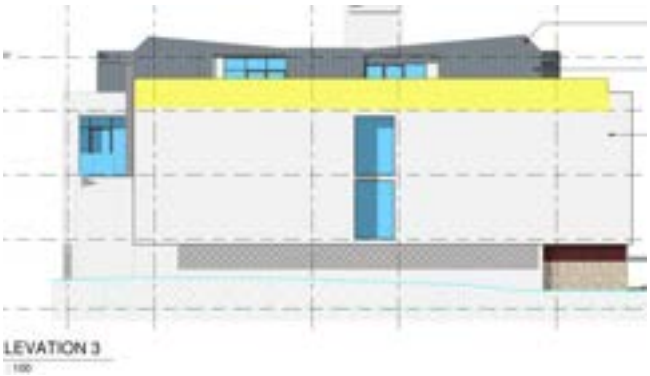

Image 2: area of screening to upper floor balcony shown highlighted

Visual Privacy

In accordance with the element objectives of the R-Codes volume 2, the orientation and design of buildings should minimise direct overlooking of habitable rooms and private outdoor living area within the site and of neighbouring properties, while maintaining daylight, solar access, ventilation and the external outlook of habitable rooms. The proposed development is considered to satisfy the relevant element objective for the following reasons:

The bedroom window of the two-bedroom apartment on Level 2 is not set back from the boundary to satisfy the acceptable outcomes of the R-Codes, however as demonstrated below this window is located to provide only limited views towards the neighbouring property to the north (Residential Building – Hannick House) and the extent of oblique overlooking is provided over the roof of the building only. Accordingly, the extent of this overlooking is considered to be minor and worthy of support.

Image 3: extent of overlooking from apartment.

The north facing windows onto the access corridors are noted, however only open circulation spaces are subject to assessment under the requirements of the R-Codes Volume 2.

R-Codes Volume 2 seeks to avoid wholly enclosed balconies, and the upper floor north facing balcony has screening along its entire northern edge. This is considered supportable as the western side of the balcony is unscreened, facing Queens Square. The screened area may provide a weather protected area without impacting the overall amenity of the upper floor apartment.

A condition is recommended to ensure that this screening is established, as this area would otherwise overlook the neighbouring property to the north in addition to other properties along Holdsworth street.

Orientation (overshadowing)

In accordance with the element objectives of the Residential Design Codes Volume 2, building form and orientation should minimise overshadowing of habitable rooms, open space, and solar collectors of neighbouring properties at mid-winter. The proposed development is considered to satisfy the relevant element objective for the following reasons:

The shade cast by the building at midday on midwinter (when overshadowing is greatest) falls over the neighbouring property (12 Holdsworth Street) which is not developed for residential purposes. The shade cast by the building is considered worthy of support for the following reasons:

- The development satisfies the requirements of the R-Codes for a property developed at the higher R60 available mixed use density (50%). If the neighbouring property were redeveloped, the site may seek to develop to the highest available density and the development would satisfy this requirement.
- The neighbouring site is not currently used for residential purposes. Accordingly the shade impact at present is likely to be limited.
- If redeveloped it is likely that a new development on the neighbouring site would build against the proposed boundary wall to the southern boundary of the subject site, resulting in a reduced overall impact to the subject lot, with a shared boundary development limiting shade being cast onto the lot.
- The shade cast by the building provides for the rear area of the property to be unshaded in winter as shown on the proposal plans.

Landscape design and Deep Soil

The provision of landscaping to support the subject building is considered appropriate in accordance with the following considerations:

- In accordance with the submitted landscaping plan, the proposed landscaping elements are integrated into the overall design of the subject building and provided in key areas such as the shared pool amenity.
- The site is directly adjacent to Queens Square and inhabitants will be capable of accessing the park area. The development indicates changes to this park area to support the development, however these changes are noted only and would be subject to further approval from the City Parks and Landscaping department.
- Landscaping is proposed to the public realm to enhance the public amenity of the footpath and streetscape.

- A tree is provided in a garden bed in the amenities area however this is considered a design feature due to the limited extent of onsite planting.
- Landscaping is provided to provide for a positive outlook from apartment balconies and windows.
- It is a recommended condition of development approval that the landscaping be provided in accordance with the submitted landscaping plan.

CONCLUSION

In accordance with the above assessment, the subject development is recommended for approval subject to conditions, noting that the minor element of additional building height is required to be amended to not be visible from the street as defined in Local Planning Scheme 4.

STRATEGIC IMPLICATIONS

Strategic Community Plan 2015-25

- Increase the number of people living in Fremantle
- Increase the number of people working in Fremantle
- Increase the number of visitors to Fremantle
- Provide for and seek to increase the number and diversity of residential dwellings in the City of Fremantle

Green Plan 2020
Encourage the planting of vegetation on private land.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

OFFICER'S RECOMMENDATION

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Four Storey Mixed Use Development (8 Multiple Dwellings, Tourist Accommodation) at No. 26 (Lot 440) Parry Street, Fremantle, subject to the following condition(s):

1. This approval relates only to the development as indicated on the approved plans, dated 14 March 2022 It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.

2. All storm water discharge shall be contained and disposed of on site or otherwise approved by the City of Fremantle.

3. The approved development shall be wholly located within the cadastral boundaries of the subject site including any footing details of the development.

4. This development approval does not relate to any works within the road reserve of Parry Street, other than awnings for weather protection and signage. The works indicated on the subject plans as "Queens Park Integration" are not included in this approval as they are located outside the subject site. These works would be subject to further approval from the City's Infrastructure and Project Delivery Directorate.

5. Prior to the issue of a building permit for the development hereby approved, the upper floor wall and roof of the development hereby approved shall be amended and setback to not be visible from the street in accordance with the requirements of Local Planning Scheme 4 to the satisfaction of the City of Fremantle.

6. Prior to the issue of a building permit for the development hereby approved, the applicant/landowner shall provide confirmation of the extent of the solar panel installation to the roof of the building or another energy efficiency initiative in accordance with the Residential Design Codes Volume 2 DG4.15.1, to the satisfaction of the City of Fremantle. Prior to the occupation of the building, the approved solar array or other approved energy efficient initiative shall be installed and operational, to the satisfaction of the City of Fremantle.

7. Prior to the issue of a building permit for the development hereby approved, the applicant is to provide a delivery management plan detailing the timing and frequency of deliveries to the development hereby approved, to the satisfaction of the City of Fremantle. Deliveries for the building are to be undertaken in accordance with the approved delivery management plan for the life of the development, to the satisfaction of the City of Fremantle.

8. Prior to the issue of a Building Permit for the development hereby approved, a detailed drawing showing how the Apartment 3 balcony

located on the east elevation, is to be screened in accordance with the Residential Design Codes by either:

a) fixed obscured or fixed translucent glass to a minimum height of 1.60 metres above internal floor level, or
b) fixed screening, with openings not wider than 5cm and with a maximum of 25% perforated surface area, to a minimum height of 1.60 metres above the internal floor level, or
c) a minimum sill height of 1.60 metres above the internal floor level,

Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.

9. Prior to the issue of a Building Permit, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall provide the following:
   a) Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3mm.
   b) Air conditioners shall provide internal centrally located 'shut down' points and associated procedures for emergency use.
   c) Roof insulation in accordance with the requirements of the Building Codes of Australia.

10. The signage hereby permitted shall not contain any flashing or moving light or radio; animation or movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.

11. Prior to the occupation of the development hereby approved, the approved landscaping on the subject site (26 Parry Street, Fremantle) shall be completed in accordance with the approved plans (Revision F prepared by Spring Green Landscaping) or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development, to the satisfaction of the City of Fremantle.

12. Prior to occupation of the development hereby approved, a Notification pursuant to Section 70A of the Transfer of Land Act 1893 shall be registered against the Certificate of Title to the land the subject of the proposed development advising the owners and subsequent owners of the land that the subject site is located in close proximity to

the Fremantle Port and may be subject to noise, odour and activity not normally associated with residential use. The notification is to be prepared by the City's solicitors at the expense of the owner and be executed by all parties prior to occupation.

13. The approved waste management plan, prepared by Product Recovery Industries – Revision B dated March 2021, including any amendments approved by the City of Fremantle, shall be implemented and maintained for the life of the development to the satisfaction of the City of Fremantle.

14. Prior to the occupation of the development hereby approved, the owner shall contribute a monetary amount equal in value to one percent of the estimated development cost, as indicated on the Form of Application for Planning Approval, to the City of Fremantle for development of public art works and/or heritage works to enhance the public realm in accordance with *LPP 2.19: Contributions for Public Art and/or Heritage Works* and to the satisfaction of the City of Fremantle. Based on the estimated cost of the development being $5 million the contribution to be made is $50,000.

15. Prior to the occupation of the development, vehicle crossovers shall be constructed in either paving block, concrete, or bitumen and thereafter maintained to the satisfaction of the City of Fremantle.

16. Prior to the occupation of the development any redundant crossovers and kerbs shall be removed and the verge reinstated at the expense of the applicant and to the satisfaction of the City of Fremantle.

17. Prior to occupation of the development, the car parking and loading area(s), and vehicle access and circulation areas shown on the approved site plan, including the provision of disabled car parking, shall be constructed, drained, and line marked and provided in accordance with Clause 4.7.1(a) of the City of Fremantle Local Planning Scheme No.4, to the satisfaction of the City of Fremantle. The applicant is to provide three (3) parking bays for the use of the Tourist Accommodation use.

18. Prior to occupation of the development hereby approved, the boundary walls located on the north, east and south boundaries shall be of a clean finish in any of the following materials:
    - coloured sand render,
    - face brick,
    - painted surface,

    and be thereafter maintained to the satisfaction of the City of Fremantle.

19. Prior to the issue of a Building Permit for the development hereby approved, a Demolition Management Plan shall be submitted and approved, to the satisfaction of the City of Fremantle addressing, but not limited to, the following matters:
    a) Use of City car parking bays for construction related activities;
    b) Protection of infrastructure and street trees within the road reserve;
    c) Security fencing around construction sites;
    d) Gantries;
    e) Access to site by construction vehicles;
    f) Contact details;
    g) Site offices;
    h) Noise - Construction work and deliveries;
    i) Sand drift and dust management;
    j) Waste management;
    k) Dewatering management plan;
    l) Traffic management; and
    m) Works affecting pedestrian areas.

    The approved Demolition and Construction Management Plan shall be adhered to throughout the demolition of the existing building on site and construction of the new development.

20. Prior to the issue of a building permit, details are to be submitted that demonstrate that each dwelling will be individually metered for water use to the satisfaction of the City of Fremantle.

21. Prior to the issue of a Building Permit for the development hereby approved, a plan detailing the provision of 10 Class 1 and 2 Class 3 (as defined in Local Planning Scheme No. 4) bicycle racks shall be provided, to the satisfaction of the City of Fremantle.

22. Prior to occupation of the development hereby approved, the required bicycle racks must be installed in accordance with the approved plan and thereafter be maintained for the life of the development, to the satisfaction of the City of Fremantle.

23. Prior to the issue of a Building Permit for the development hereby approved, all piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters and bin storage areas must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the City of Fremantle

24. Prior to the issue of a Building Permit for the development hereby approved, final details of the external materials, colours and finishes of the proposed development, including a physical sample board or materials is to be submitted and approved to the satisfaction of the City of Fremantle, on the advice of the City's Design Advisory Committee.

25. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

ADVICE NOTE:

i. The applicant is advised that in order to make the servery shown on the proposal plans open to the public, a further change of use development application would be required as this space is approved for the use of inhabitants and visitors to the Multiple Dwellings and Tourist Accommodation use only.

ii. The applicant is advised that the provision of bicycle racks to the individual apartment store areas will satisfy the requirement to provide class 1 bicycle bays.

iii. The applicant is advised that any future change of use to the Tourist Accommodation units may require approval from the City of Fremantle, and should the percentage of non-residential gross lettable area be reduced below 25% this change of use may not be supported as the development would need to remain consistent with the definition of 'Mixed Use' listed in the City of Fremantle Local Planning Scheme No. 4.

iv. This approval relates to the subject site and does not authorise the removal or modification of infrastructure within the verge or park area. Written approval is to be obtained for removal or modification of verge infrastructure and/or verge trees within the verge and park areas from the relevant City of Fremantle department or relevant service authority, before construction commences. Please refer to the City's Tree Planting and Vehicle Crossings Policies (SG28 and MD0015) for further information.

v. The premises must comply with the Food Act 2008, regulations and the Food Safety Standards incorporating AS 4674-2004 *Design, construction and fit-out of food premises*. Detailed architectural plans and elevations must be submitted to Environmental Health Services for

approval prior to construction. The food business is required to be registered under the Food Act 2008. For further information contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.

vi. The applicant is advised that a crossover permit must be obtained from the City's Engineering Department. New/modified crossover(s) shall comply with the City's standard for crossovers, which are available on the City of Fremantle's web site.

vii. The applicant is advised that the use of the development hereby approved for short stay accommodation may be subject to further approval in accordance with the City of Fremantle *Short Stay Accommodation Local Law 2008*.

viii. Levels as per existing footpath and/or ROW

- Levels at the property boundary including any driveways and pedestrian access points shall match existing footpath and/or right of way levels;
- Any adjustment in levels is to be achieved within the property boundaries;
- Details of all existing and proposed levels to be shown in the submitted working drawings for a building permit, to show that existing footpath levels are maintained.

Minimum floor level to be road reduced level plus kerb height (150 mm) plus 2% slope towards to the property boundary. All levels are to be in AHD.

The floor level of any new structure capable of being occupied is to be a minimum of above 150 mm plus 2% slope towards to the property boundary. Basement car parks and similar areas may be permitted below this level if the structure and any access to the structure is tanked to a level of above. Please contact the Infrastructure Business Services department via info@fremantle.wa.gov.au or 9432 9999.

ix. In regard to the condition requiring a Construction Management Plan, Local Planning Policy 1.10 Construction Sites can be found on the City's web site via http://www.fremantle.wa.gov.au/development/policies. A copy of the City's Construction and Demolition Management Plan Proforma which needs to be submitted with building and demolition permits can be accessed via: https://www.fremantle.wa.gov.au/sites/default/files/Construction%20and%20Demolition%20Management%20Plan%20Proforma.pdf The Infrastructure Business Services department can be contacted via info@fremantle.wa.gov.au or 9432 9999.

x. The proponent must make application to the WA Department of Health's Chief Health Officer for any new aquatic facility under regulation 5 of the *Health (Aquatic Facilities) Regulations 2007* using the construction, alteration, or extension of an aquatic facility application form (Word 212KB) form. A Building Permit cannot be issued for the aquatic facility, until the WA Department of Health has granted approval for the Facility. For further clarification please contact the City's Environmental Health Section on 9432 9999 or via health@fremantle.wa.gov.au for further information.

xi. The owner is advised that an obstruction permit may be required from the City for any future obstruction of the Parry Street road reserve. An application for obstruction permit can be found via www.fremantle.wa.gov.au.

xii. Fire separation for the proposed building works must comply with Part 3.7.2 of the Building Code of Australia.

xiii. A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

xiv. All mechanical service systems including air-conditioners and pool filters etc are to be designed and installed to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997* (as amended).

xv. If construction works involve the emission of noise above the assigned levels in the Environmental Protection (Noise) Regulations 1997, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an Application for Approval of a Noise Management Plan must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence.
Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.

xvi. Unless the whole premises is approved under an appropriate Liquor Licence from the Department of Local Government, Sport and Cultural Industries, the proponent must make application during the Building Permit application stage to Environmental Health Services via Schedule 3 – *Application for registration of a lodging house* as a requirement of the City of Fremantle's Health Local Laws 1997. For further information

and a copy of the application form contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.

xvii. The applicant is advised that the proposed works indicated outside of the lot boundaries of the subject site do not form part of this approval. Should the applicant wish to undertake these works separate approval is required from the City. Queries relating to these works should be directed to the City's Technical Officer, Parks and Landscape via info@fremantle.wa.gov.au or 9432 9999.

xviii. Prior to the occupation of the development, the approved landscaping to the subject site shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development, to the satisfaction of the City of Fremantle.

AMENDMENT

Moved: Cr Su Groome **Seconded: Cr Andrew Sullivan**

Delete condition 4 as shown in strikethrough and renumber remaining conditions accordingly.

~~**4. This development approval does not relate to any works within the road reserve of Parry Street, other than awnings for weather protection and signage. The works indicated on the subject plans as "Queens Park Integration" are not included in this approval as they are located outside the subject site. These works would be subject to further approval from the City's Infrastructure and Project Delivery Directorate.**~~

Add the follow condition and advice note in green:

25. Prior to the lodgement of a building permit of the development hereby approved, a landscaping plan that enables the proposed cafe to be integrated with the adjacent public open space shall be further developed by the applicant to the City's specification and Council approval so as to activate the public realm in a manner that is equally usable by cafe patrons and the general public at all times. The works shall be installed at the cost of the applicant/owner, to the satisfaction of the City of Fremantle.

Advice note:

xix The landscaping plan for the adjoining public space shall include areas of deep soil planting and mature vegetation in lieu of being provided on the development site, and ensure public connection of the café space with the park. The plan should also reference the City's Queens Square Master Plan and be developed with the Parks and Landscape team to ensure the works are to the City's specification.

Amendment carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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COMMITTEE DECISION ITEM PC2204-4
(Amended officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Four Storey Mixed Use Development (8 Multiple Dwellings, Tourist Accommodation) at No. 26 (Lot 440) Parry Street, Fremantle, subject to the following condition(s):

1. **This approval relates only to the development as indicated on the approved plans, dated 14 March 2022 It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.**

2. **All storm water discharge shall be contained and disposed of on site or otherwise approved by the City of Fremantle.**

3. **The approved development shall be wholly located within the cadastral boundaries of the subject site including any footing details of the development.**

4. **Prior to the issue of a building permit for the development hereby approved, the upper floor wall and roof of the development hereby approved shall be amended and setback to not be visible from the street in accordance with the requirements of Local Planning Scheme 4 to the satisfaction of the City of Fremantle.**

5. **Prior to the issue of a building permit for the development hereby approved, the applicant/landowner shall provide confirmation of the extent of the solar panel installation to the roof of the building or another energy efficiency initiative in accordance with the Residential Design Codes Volume 2 DG4.15.1, to the satisfaction of the City of Fremantle. Prior to the occupation of the building, the approved solar array or other approved energy efficient initiative shall be installed and operational, to the satisfaction of the City of Fremantle.**

6. **Prior to the issue of a building permit for the development hereby approved, the applicant is to provide a delivery management plan detailing the timing and frequency**

of deliveries to the development hereby approved, to the satisfaction of the City of Fremantle. Deliveries for the building are to be undertaken in accordance with the approved delivery management plan for the life of the development, to the satisfaction of the City of Fremantle.

7. Prior to the issue of a Building Permit for the development hereby approved, a detailed drawing showing how the Apartment 3 balcony located on the east elevation, is to be screened in accordance with the Residential Design Codes by either:
   a) fixed obscured or fixed translucent glass to a minimum height of 1.60 metres above internal floor level, or
   b) fixed screening, with openings not wider than 5cm and with a maximum of 25% perforated surface area, to a minimum height of 1.60 metres above the internal floor level, or
   c) a minimum sill height of 1.60 metres above the internal floor level,

   Prior to occupation of the development hereby approved, the approved screening method shall be installed and maintained to the satisfaction of the City of Fremantle.

8. Prior to the issue of a Building Permit, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall provide the following:
   a) Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3mm.
   b) Air conditioners shall provide internal centrally located 'shut down' points and associated procedures for emergency use.
   c) Roof insulation in accordance with the requirements of the Building Codes of Australia.

9. The signage hereby permitted shall not contain any flashing or moving light or radio; animation or movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.

10. Prior to the occupation of the development hereby approved, the approved landscaping on the subject site (26 Parry

Street, Fremantle) shall be completed in accordance with the approved plans (Revision F prepared by Spring Green Landscaping) or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development, to the satisfaction of the City of Fremantle.

11. **Prior to occupation of the development hereby approved, a Notification pursuant to Section 70A of the Transfer of Land Act 1893 shall be registered against the Certificate of Title to the land the subject of the proposed development advising the owners and subsequent owners of the land that the subject site is located in close proximity to the Fremantle Port and may be subject to noise, odour and activity not normally associated with residential use. The notification is to be prepared by the City's solicitors at the expense of the owner and be executed by all parties prior to occupation.**

12. **The approved waste management plan, prepared by Product Recovery Industries – Revision B dated March 2021, including any amendments approved by the City of Fremantle, shall be implemented and maintained for the life of the development to the satisfaction of the City of Fremantle.**

13. **Prior to the occupation of the development hereby approved, the owner shall contribute a monetary amount equal in value to one percent of the estimated development cost, as indicated on the Form of Application for Planning Approval, to the City of Fremantle for development of public art works and/or heritage works to enhance the public realm in accordance with *LPP 2.19: Contributions for Public Art and/or Heritage Works* and to the satisfaction of the City of Fremantle. Based on the estimated cost of the development being $5 million the contribution to be made is $50,000.**

14. **Prior to the occupation of the development, vehicle crossovers shall be constructed in either paving block, concrete, or bitumen and thereafter maintained to the satisfaction of the City of Fremantle.**

15. **Prior to the occupation of the development any redundant crossovers and kerbs shall be removed and the verge reinstated at the expense of the applicant and to the satisfaction of the City of Fremantle.**

16. **Prior to occupation of the development, the car parking and loading area(s), and vehicle access and circulation areas shown on the approved site plan, including the provision of disabled car parking, shall be constructed, drained, and line marked and provided in accordance with Clause 4.7.1(a) of the City of Fremantle Local Planning Scheme No.4, to the satisfaction of the City of Fremantle. The applicant is to provide three (3) parking bays for the use of the Tourist Accommodation use.**

17. **Prior to occupation of the development hereby approved, the boundary walls located on the north, east and south boundaries shall be of a clean finish in any of the following materials:**
    - **coloured sand render,**
    - **face brick,**
    - **painted surface,**

    and be thereafter maintained to the satisfaction of the City of Fremantle.

18. **Prior to the issue of a Building Permit for the development hereby approved, a Demolition Management Plan shall be submitted and approved, to the satisfaction of the City of Fremantle addressing, but not limited to, the following matters:**
    - **a) Use of City car parking bays for construction related activities;**
    - **b) Protection of infrastructure and street trees within the road reserve;**
    - **c) Security fencing around construction sites;**
    - **d) Gantries;**
    - **e) Access to site by construction vehicles;**
    - **f) Contact details;**
    - **g) Site offices;**
    - **h) Noise - Construction work and deliveries;**
    - **i) Sand drift and dust management;**
    - **j) Waste management;**
    - **k) Dewatering management plan;**
    - **l) Traffic management; and**
    - **m) Works affecting pedestrian areas.**

    The approved Demolition and Construction Management Plan shall be adhered to throughout the demolition of the existing building on site and construction of the new development.

19. **Prior to the issue of a building permit, details are to be submitted that demonstrate that each dwelling will be individually metered for water use to the satisfaction of the City of Fremantle.**

20. **Prior to the issue of a Building Permit for the development hereby approved, a plan detailing the provision of 10 Class 1 and 2 Class 3 (as defined in Local Planning Scheme No. 4) bicycle racks shall be provided, to the satisfaction of the City of Fremantle.**

21. **Prior to occupation of the development hereby approved, the required bicycle racks must be installed in accordance with the approved plan and thereafter be maintained for the life of the development, to the satisfaction of the City of Fremantle.**

22. **Prior to the issue of a Building Permit for the development hereby approved, all piped, ducted and wired services, air conditioners, hot water systems, water storage tanks, service meters and bin storage areas must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the City of Fremantle**

23. **Prior to the issue of a Building Permit for the development hereby approved, final details of the external materials, colours and finishes of the proposed development, including a physical sample board or materials is to be submitted and approved to the satisfaction of the City of Fremantle, on the advice of the City's Design Advisory Committee.**

24. **Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.**

25. ***Prior to the lodgement of a building permit of the development hereby approved, a landscaping plan that enables the proposed cafe to be integrated with the adjacent public open space shall be further developed by the applicant to the City's specification and Council approval so as to activate the public realm in a manner that is equally usable by cafe patrons and the general public at all times. The works shall be installed at the cost of the applicant/owner, to the satisfaction of the City of Fremantle.***

ADVICE NOTE:

i. **The applicant is advised that in order to make the servery shown on the proposal plans open to the public, a further change of use development application would be required as this space is approved for the use of inhabitants and visitors to the Multiple Dwellings and Tourist Accommodation use only.**

ii. **The applicant is advised that the provision of bicycle racks to the individual apartment store areas will satisfy the requirement to provide class 1 bicycle bays.**

iii. **The applicant is advised that any future change of use to the Tourist Accommodation units may require approval from the City of Fremantle, and should the percentage of non-residential gross lettable area be reduced below 25% this change of use may not be supported as the development would need to remain consistent with the definition of 'Mixed Use' listed in the City of Fremantle Local Planning Scheme No. 4.**

iv. **This approval relates to the subject site and does not authorise the removal or modification of infrastructure within the verge or park area. Written approval is to be obtained for removal or modification of verge infrastructure and/or verge trees within the verge and park areas from the relevant City of Fremantle department or relevant service authority, before construction commences. Please refer to the City's Tree Planting and Vehicle Crossings Policies (SG28 and MD0015) for further information.**

v. **The premises must comply with the Food Act 2008, regulations and the Food Safety Standards incorporating AS 4674-2004 *Design, construction and fit-out of food premises*. Detailed architectural plans and elevations must be submitted to Environmental Health Services for approval prior to construction. The food business is required to be registered under the Food Act 2008. For further information contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.**

vi. **The applicant is advised that a crossover permit must be obtained from the City's Engineering Department. New/modified crossover(s) shall comply with the City's standard for crossovers, which are available on the City of Fremantle's web site.**

vii. **The applicant is advised that the use of the development hereby approved for short stay accommodation may be**

subject to further approval in accordance with the City of Fremantle *Short Stay Accommodation Local Law 2008*.

viii. Levels as per existing footpath and/or ROW

- Levels at the property boundary including any driveways and pedestrian access points shall match existing footpath and/or right of way levels;
- Any adjustment in levels is to be achieved within the property boundaries;
- Details of all existing and proposed levels to be shown in the submitted working drawings for a building permit, to show that existing footpath levels are maintained.

Minimum floor level to be road reduced level plus kerb height (150 mm) plus 2% slope towards to the property boundary. All levels are to be in AHD.

The floor level of any new structure capable of being occupied is to be a minimum of above 150 mm plus 2% slope towards to the property boundary. Basement car parks and similar areas may be permitted below this level if the structure and any access to the structure is tanked to a level of above. Please contact the Infrastructure Business Services department via info@fremantle.wa.gov.au or 9432 9999.

ix. In regard to the condition requiring a Construction Management Plan, Local Planning Policy 1.10 Construction Sites can be found on the City's web site via http://www.fremantle.wa.gov.au/development/policies.
A copy of the City's Construction and Demolition Management Plan Proforma which needs to be submitted with building and demolition permits can be accessed via: https://www.fremantle.wa.gov.au/sites/default/files/Construction%20and%20Demolition%20Management%20Plan%20Proforma.pdf
The Infrastructure Business Services department can be contacted via info@fremantle.wa.gov.au or 9432 9999.

x. The proponent must make application to the WA Department of Health's Chief Health Officer for any new aquatic facility under regulation 5 of the *Health (Aquatic Facilities) Regulations 2007* using the construction, alteration, or extension of an aquatic facility application form (Word 212KB) form. A Building Permit cannot be issued for the aquatic facility, until the WA Department of Health has granted approval for the Facility. For further clarification please contact the City's

Environmental Health Section on 9432 9999 or via health@fremantle.wa.gov.au for further information.

xi. The owner is advised that an obstruction permit may be required from the City for any future obstruction of the Parry Street road reserve. An application for obstruction permit can be found via www.fremantle.wa.gov.au.

xii. Fire separation for the proposed building works must comply with Part 3.7.2 of the Building Code of Australia.

xiii. A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

xiv. All mechanical service systems including air-conditioners and pool filters etc are to be designed and installed to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997* (as amended).

xv. If construction works involve the emission of noise above the assigned levels in the Environmental Protection (Noise) Regulations 1997, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an Application for Approval of a Noise Management Plan must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence.
Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.

xvi. Unless the whole premises is approved under an appropriate Liquor Licence from the Department of Local Government, Sport and Cultural Industries, the proponent must make application during the Building Permit application stage to Environmental Health Services via Schedule 3 – *Application for registration of a lodging house* as a requirement of the City of Fremantle's Health Local Laws 1997. For further information and a copy of the application form contact Environmental Health Services on 9432 9856 or via health@fremantle.wa.gov.au.

xvii. The applicant is advised that the proposed works indicated outside of the lot boundaries of the subject site do

not form part of this approval. Should the applicant wish to undertake these works separate approval is required from the City. Queries relating to these works should be directed to the City's Technical Officer, Parks and Landscape via info@fremantle.wa.gov.au or 9432 9999.

xviii. Prior to the occupation of the development, the approved landscaping to the subject site shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development, to the satisfaction of the City of Fremantle.

xix. ***The landscaping plan for the adjoining public space shall include areas of deep soil planting and mature vegetation in lieu of being provided on the development site, and ensure public connection of the café space with the park. The plan should also reference the City's Queens Square Master Plan and be developed with the Parks and Landscape team to ensure the works are to the City's specification.***

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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PC2204-7 STAPLES STREET, NO. 18 (LOT 4), NORTH FREMANTLE - TWO STOREY REAR ADDITIONS AND ALTERATIONS TO EXISTING SINGLE HOUSE (ED DA0020/22)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Agenda attachments: 1. Amended Development Plans
Additional information: 1. Site Photos
2. City of Fremantle Heritage Assessment

SUMMARY

Approval is sought for two storey rear additions and alterations at No. 18 (Lot 4) Staples Street, North Fremantle.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and comments received during the notification period. The application seeks discretionary assessments against the Residential Design Codes (R-Codes) and these discretionary assessments include the following:

- **Lot Boundary Setbacks (East and West); and**
- **Visual Privacy (East).**

The application is recommended for conditional approval.

PROPOSAL

Detail
Approval is sought for two storey rear additions and alterations to an existing single house at No. 18 Staples Street, North Fremantle. The proposed works include:

- Construction of a two-storey extension to the rear of the existing single storey heritage dwelling comprising: new living, dining, kitchen, laundry, bathrooms and bedrooms as well as a first-floor balcony and ground floor alfresco area.

The applicant submitted amended plans on 24 February 2022 including the following:

- Increased setback (from 2.2m to 4m) of the two-storey portion of the rear additions from the roof ridge line of the existing heritage dwelling on the subject site to address preliminary Heritage Officer comments and clause 5.1 of LPP 2.9 (Residential Streetscape).

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Amended Development plans are included as Attachment 1.

Site/application information

Date received:	20 January 2022
Owner name:	Clunebury Pty Ltd
Submitted by:	Tascone Design
Scheme:	Mixed Use - R25
Heritage listing:	Individually Listed (Category 3) and North Fremantle Heritage Area
Existing land use:	Single House
Use class:	Single House (as existing)
Use permissibility:	A

CONSULTATION

External referrals
Nil required.

Community
The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the proposal sought to vary elements of the R-Codes deemed-to-comply requirements. The advertising period concluded on 9 March 2022, and 1 submission was received. The following issue was raised (summarised):

- Concerns the reduced eastern setback may cause unreasonable overshadowing of bedroom windows and the rear courtyard of the adjoining property.

In response to the above, the following comments are provided by officers:

- Due to north-south orientation of the subject site, all shadow from the proposed development (as assessed in accordance with the Residential Design Codes methodology, being shadow falling to the south) is to fall within the subject site and onto the non-sensitive, extensive hardstand church carparking to rear (south) of the subject site only (refer aerial imagery above). Neither of the adjoining (eastern or western) existing residential dwellings or sites are to be overshadowed by the proposed development and overshadowing is fully compliant with the deemed-to-comply requirements of the R-Codes.

These comments are also addressed further in the officer comment section of this report below.

OFFICER COMMENT

Statutory and policy assessment
The proposal has been assessed against the relevant provisions of LPS4, the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application, the areas outlined below do not meet the Deemed-to-comply provisions and need to be assessed under the Design principles of the R-Codes:

- Lot Boundary Setbacks; and
- Visual Privacy

The above matters are discussed below.

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Background
The subject site is located on the southern side of Staples Street in North Fremantle. The site has a land area of approximately 295m² and is currently a single house. The site is zoned 'Mixed Use' and has a density coding of R25. The site is individually heritage listed (Category 3) and is located within the North Fremantle Heritage Area.

A search of the property file has revealed the following history for the site:

- DA0400/21 – Partial Demolition of Existing Single House and Outbuilding and Alterations and Additions (granted December 2021 by Planning Committee).

Lot Boundary Wall Setbacks – East and West

Element	Requirement (minimum)	Proposed (minimum)	Extent of Variation
First Floor Bed2-Living Room Wall Setback (East)	1.2	1.151m	0.049m

The proposed First Floor Bed 2-Living Room wall setback (east) is considered to meet the Design Principles of the R-Codes in the following ways:

- Only a very small portion of the eastern Bed2-Living Room wall encroaches within the 1.2m minimum deemed-to-comply setback requirement (as shown in the marked up floor plan below, encroachment filled in red) due to the angle of the eastern lot boundary (shared with 17 Staples Street). The setback variation is considered negligible, being only a 0.049m (49mm) variation which is not expected to have any noticeable impact upon relevant amenity considerations;
- Due to the north-south orientation of the subject site and adjoining residential sites, all shadow from the proposed development (as assessed in accordance with the R- Codes) is to fall within the subject site and onto the non-sensitive, extensive hardstand church carparking to rear (south) of the site only. As such the marginally reduced setback is not to cause any adverse overshadowing of adjoining eastern site;
- The 7.6m width of the wall is not expected to cause any adverse building bulk impacts upon the eastern property (most of which is built up to the shared boundary with the subject site, refer site photos in Additional Information 1); and
- No major openings are proposed within this eastern wall elevation and therefore privacy will not be compromised and the proposed setback will still allow for adequate natural ventilation between the sites.

Element	Requirement (minimum)	Proposed (minimum)	Extent of Variation
Ground and First Floor Addition (West)	1.5m	1.256m	0.244m

The proposed Ground and First Floor setback (west) is considered to meet the Design Principles of the R-Codes in the following ways:

- As shown in the marked up floor plan below (setback encroachment filled in red), due to the angle of the shared lot boundary with the adjoining western property (19 Staples Street), the southern end of the wall is setback 1.539m (achieving the required setback) and the northern end is setback at 1.256m meaning the average setback of the wall is 1.4m; just 100mm shy of the required setback and is not expected to have any noticeable impact upon relevant amenity considerations;
- Due to the north-south orientation of the subject site and adjoining residential sites, all shadow from the proposed development (as assessed in accordance with the R- Codes) is to fall within the subject site and onto the non-sensitive, extensive hardstand church carparking to rear (south) of the site only. As such the marginally reduced setback is not to cause any adverse overshadowing of adjoining western property major openings or outdoor living areas;
- The adjoining western property has a large two storey blank brick wall with only 1 upper floor opening that is opposite the proposed wall. This window

sits high enough not to be impacted significantly and therefore it is unlikely that the proposal will cause any adverse building bulk impacts upon this property; and

- No major openings are proposed within the eastern elevation that would compromise privacy and the setback will still allow for natural ventilation between the sites.

Visual Privacy (East)

Element	Requirement	Proposed	Extent of Variation
First Floor Bed2 (view south-east)	4.5m cone-of-vision setback	2.6m	1.9m
First Floor Balcony (view east)	7.5m cone-of-vision setback	4.3m	3.2m

The overlooking toward the eastern neighbouring property from both the proposed First Floor Bed2 south facing major opening and First Floor Balcony is considered to meet the Design Principles of the R-Codes in the following ways:

- As shown on the site and upper floor plan of the amended development plans as well as in the site photos in Additional Information 1, the existing development toward the rear of the adjoining site (17 Staples Street) comprises a two-storey detached studio building located along the shared boundary with the subject site which has a large two-storey blank wall built up to the shared boundary. As such, both the First Floor Bed2 and 1st Floor Balcony cones-of-vision will be obstructed and screened by this two-storey blank wall which will effectively prevent overlooking of the adjoining eastern site and means that no sensitive major openings or outdoor living areas of the eastern neighbour are able to be overlooked from either the first floor balcony or bedroom (refer 'proposed upper floor plan' within the Amended Development Plans for cone-of-vision diagrams).

It should also be noted that while the cone-of-vision from the First Floor Balcony (view south) encroaches over the adjoining southern property, this property is non-residential (being a church) and in any case, the area overlooked is an extensive, non-sensitive hardstand carparking area for the church use (refer aerial imagery above). For these reasons it is considered that screening measures as part of the proposed development are not required.

CONCLUSION

In accordance with the above assessment, the development is considered to satisfy the deemed-to-comply requirements of the Residential Design Codes or design principles where relevant as well as the statutory planning requirements of the LPS4 and relevant Council local planning policies and is therefore considered worthy of approval, subject to appropriate conditions.

STRATEGIC IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

COMMITTEE DECISION ITEM PC2204-7
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

APPROVE under the Metropolitan Region Scheme and Local Planning Scheme No. 4 the Two Storey Rear Additions and Alterations to Existing Single House at No. 18 (Lot 4), Staples Street, North Fremantle subject to the following conditions:

3. This approval relates only to the development as indicated on the approved plans, dated 24 February 2022. It does not relate to any other development on this lot and must substantially commence within four years from the date of this decision letter.

2. Prior to the occupation of the development hereby approved, vehicle crossovers shall be constructed to the City's specification and thereafter maintained to the satisfaction of the City of Fremantle.

3. Prior to the issue of a Building Permit, further details shall be submitted to, and approved by the City on the following aspects of the works hereby approved:

- **Methodology for render removal, limestone conservation and lime mortar mixes for bedding and repointing;**
- **Detail on the new front verandah floor to show how the base of the façade wall under the floor will be ventilated;**
- **Confirmation that limestone surfaces will not be sealed; and**
- **Detail showing wall vents to underfloor spaces of limestone house.**

To the satisfaction of the City of Fremantle.

4. The works hereby approved shall be undertaken in a manner which does not irreparably damage any original or significant fabric of the building. Any damage shall be rectified to the satisfaction of City of Fremantle.

5. All storm water discharge shall be contained and disposed of on-site unless otherwise approved by the City of Fremantle.

6. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice Notes:

i. The applicant is advised that a crossover permit must be obtained from the City's Engineering Department. New/modified crossover(s) shall comply with the City's standard for crossovers, which are available on the City of Fremantle's web site.

ii. A building permit is required to be obtained for the proposed building work. The building permit must be issued prior to commencing any works on site.

iii. **Fire separation for the proposed building works must comply with Part 3.7.1 of the Building Code of Australia.**

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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PC2204-11 INFORMATION REPORT - APRIL 2022

1. SCHEDULE OF APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY

Responsible Officer: Manager Development Approvals
Agenda attachments: 1: Schedule of applications determined under delegated authority

Under delegation, development approvals officers determined, in some cases subject to conditions, each of the applications relating to the place and proposals as listed in the attachments

2. UPDATE ON METRO INNER-SOUTH JDAP DETERMINATIONS AND RELEVANT STATE ADMINISTRATIVE TRIBUNAL APPLICATIONS FOR REVIEW

Responsible Officer: Manager Development Approvals
Agenda attachments: Nil

Applications that have been determined by the Metro Inner-South JDAP and/or are JDAP/Planning Committee determinations that are subject to an application for review at the State Administrative Tribunal are included below.

1. Application Reference
DA0352/21
Site Address and Proposal
No 271a South Terrace, South Fremantle- Proposed change of use to small bar and alterations and additions to existing building
Planning Committee Consideration/Decision
• At its meeting held on 1 December 2021, the Council resolved to refuse the application.
Current Status
• On 5 January 2022 an Application for Review by the State Administrative Tribunal was lodged by the owner. • A Mediation session between the parties was held on 4 February 2022. • The applicant submitted further information for discussion in mediation held on 22 March 2022. • The applicant is invited to submitted amended plans and the City is invited to reconsider its decision on or before 8 June 2022. • A report dealing with the Amended Plans will be presented to either the May or June Planning Committee.

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2. Application Reference
DA0405/21
Site Address and Proposal
No 2/284 South Terrace, South Fremantle- Proposed change of use Shop (Massage Parlour)
Planning Committee Consideration/Decision
• At its meeting held on 1 December 2021, the Council resolved to refuse the application.
Current Status
• On 3 January 2022 an Application for Review by the State Administrative Tribunal was lodged by the owner. • A Mediation session between the parties was held on 3 February 2022. • The applicant submitted further information for discussion in mediation held on 17 March 2022. • The applicant is invited to submit an amended proposal, and the City is invited to reconsider its decision before 7 June 2022. • A report dealing with the Amended Plans will be included in May Planning Committee Agenda.

3. Application Reference
DA0294/21
Site Address and Proposal
No 207 High Street, Fremantle- Internal alterations to existing Grouped Dwelling
Planning Committee Consideration/Decision
• Nil.
Current Status
• On 24 March 2022 an Application for Review by the State Administrative Tribunal was lodged by the owner. • A Directions Hearing between the parties is scheduled for 14 April 2022.

4. Application Reference
DA0440/21
Site Address and Proposal
No 90 Bracks Street, North Fremantle- Demolition of existing buildings and structures
Planning Committee Consideration/Decision
• At its meeting held on 2 March 2022, the Council resolved to approve the application subject to conditions not recommended by officers.

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Current Status
• On 30 March 2022 an Application for Review by the State Administrative Tribunal was lodged by the owner. • A Directions Hearing between the parties is scheduled for 14 April 2022.

5. Application Reference
DAPV001/21
Site Address and Proposal
19-21 McCabe Street, North Fremantle – Proposed variation to DAP004/20 (Eight storey mixed use development comprising 13 Grouped Dwellings, 97 Multiple Dwellings, Restaurant, Shop)
Planning Committee Consideration/Decision
• At its meeting held on 2 February 2022, the Planning Committee resolved to provide a comment to the JDAP that it did not support the Officers recommendation to refuse the development. • At its meeting on 15 February 2022, the Joint Development Assessment Panel (JDAP) resolved to defer a decision on the application for a period of eight weeks, to enable further information to be prepared on parking and traffic issues.

6. Application Reference
DAP005/21
Site Address and Proposal
19-21 Burt Street, Fremantle- Public works (Mixed use development)
Planning Committee Consideration
• At its meeting held on 1 December 2022, the Planning Committee resolved to provide a comment to the Western Australian Planning Commission (WAPC) that it supported the Officers recommendation to approve the development, with amendments. • At its meeting on 25 March 2022, the Joint Development Assessment Panel (JDAP) resolved to approve the development in accordance with the Responsible Authority (WAPC) recommendation, with amendments to conditions of approval.

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7. Application Reference
DAP006/21
Site Address and Proposal
40 Collick Street, Hilton – Additions and alterations to existing building and change of use to child care premises
Planning Committee Consideration
• At its meeting held on 2 March 2022, the Planning Committee resolved to provide a comment to the JDAP that it supported the Officers recommendation to approve the development with amendments. • At its meeting on 21 March 2022, the Joint Development Assessment Panel (JDAP) resolved to approve the development subject to minor amendments to the Responsible Authority recommendation.

COMMITTEE DECISION ITEM PC2204-11
(Officer's recommendation)

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council receive the following information reports for April 2022:

1. **Schedule of applications determined under delegated authority**
2. **Update on Metro Inner-South JDAP determinations and relevant State Administrative Tribunal applications for review.**

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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PC2204-10 SEAVIEW STREET, NO. 7 (LOT 1) BEACONSFIELD - CARPORT ADDITION TO EXISTING GROUPED DWELLING (JCL DA 0472/21)

Meeting Date: 6 April 2022
Responsible Officer: Manager Development Approvals
Decision Making Authority: Committee
Agenda attachments: 1. Amended development plans
Additional information: 1. Site Photos

SUMMARY

Approval is sought for a carport to the existing Grouped dwelling at No. 7 Seaview Street, Beaconsfield.

The proposal is referred to the Planning Committee (PC) due to the nature of some discretions being sought and comments received during the notification period that cannot be addressed through conditions of approval. The application seeks discretionary assessments against Local Planning Policy 2.9 Residential Streetscape Policy. This discretionary assessment includes the following:

- **Primary street setback**

The application is recommended for refusal.

PROPOSAL

Detail

Approval is sought for a carport to an existing Grouped dwelling at No. 7 Seaview Street, Beaconsfield. The proposed works include:

- Construction of a double carport within the primary street setback area of the existing Grouped dwelling gaining access from existing battle-axe access leg shared with No. 7a Seaview Street.

The applicant submitted amended plans on 25 February 2022 including the following:

- Re-orientation of the carport and associated driveway to use the existing battle-axe access leg rather than the primary street;
- Omission of initially proposed widened crossover which means removal of street tree is no longer proposed; and,
- Additional detail of existing primary street fence and indication of existing sliding gate.

Development plans are included as attachment 1.

Site/application information

Date received:	5 November 2021
Owner name:	Danielle Claire Silvan
Submitted by:	Russell Building Approvals
Scheme:	Residential - R25
Heritage listing:	Level 3 and South Fremantle Heritage Area
Existing land use:	Grouped dwelling
Use class:	Grouped dwelling
Use permissibility:	D

CONSULTATION

External referrals
Nil required.

Community
The application was advertised in accordance with Schedule 2, clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, due to streetscape and Primary street setback variations being proposed. The advertising period concluded on 17 December 2021, and two submissions were received, one in opposition and one in support of the proposal. The following issues were raised (summarised):

Oppose
- The proposed carport does not conform to the set-back requirements with which all other residents in Seaview St have complied.
- The proposed carport does not conform to the existing streetscape.
- The proposal requires the removal of an established eucalyptus tree on the verge in contravention of F.C.C. policy to preserve the existing tree canopy wherever possible.
- The proposal requires an additional crossover be installed which would increase the number of connected concrete crossovers (and increased heat-sink effect) in this section of the street from two to four.
- The proposal does not conform to the subdivision plan as approved by F.C.C. and state planning authority.
- No 7 has shared access and ownership of the existing driveway and crossover as was approved and established.

Support
- The carport and driveway is needed to allow for the occupiers to access and leave their property once construction commences on the rear lot, as it will be difficult to use the common battle-axe access leg during construction;
- The street tree has no relevance and should be removed. Most street trees have been removed due to the damage roots are causing;
- Every house should have a garage or carport to store cars, especially when they are expensive and need to be maintained.

In response to the above, the applicant submitted revised plans on 25 February 2022 to address the following:
- Re-orientation of the carport and associated driveway to use the existing battle-axe access leg rather than the primary street;
- Omission of proposed widened crossover;
- Omission of proposed street tree removal; and,
- Additional detail of existing primary street fence and indication of existing sliding gate.

The applicant provided additional justification on 25 February 2022, quoted below:
- *"…The proposed carport will have the same material and style to the existing residence. This would contribute to the two buildings (residence and proposed carport) to look similar and keep heritage and would not over contrast…"*, and;

- *"…If changing the design as per Heritage advice to reduce the overall height and the form of roof, like skillion, this would create a contrasted front view from the street…"*

Regarding the submission objecting to the proposal, the following comments are provided:

- The City notes the objection relating to the primary street setback and streetscape impact;
- The amended plans no longer include removal of the existing street tree, and doesn't propose any widened crossover; and,
- The subdivision which created the rear lot included a right of carriageway to the benefit of the subject site. The amended plans demonstrate that vehicle access will be gained from the battle-axe access leg rather than a new crossover as originally proposed. Therefore, the proposal is consistent with applicable requirements relating to the subdivision approval.

Regarding the submission supporting the proposal, the following comments are provided:

- It is note that construction may pose occasional minor impacts on the ability for vehicles to enter and exit the property via the battle-axe access leg. It is noted that any hindrance will be short term and is not guaranteed to occur, and can be realistically worked around by the occupiers of the dwelling. Further, this is not sufficient justification to allow the City to approve a widened crossover with the removal of a street tree;
- The City's Parks and Landscaping Department has advised that the removal of the street tree will not be supported given it is of very good quality and character; and,
- It is noted that carports and garages provide a degree of secure storage for vehicles.

The remaining comments are addressed in the officer comment below.

OFFICER COMMENT

Statutory and policy assessment

The proposal has been assessed against the relevant provisions of the R-Codes and relevant Council local planning policies. Where a proposal does not meet the Deemed-to-comply requirements of the R-Codes, an assessment is made against the relevant Design principles of the R-Codes. Not meeting the Deemed-to-comply requirements cannot be used as a reason for refusal. In this particular application the areas outlined below do not meet the Deemed-to-comply or policy provisions and need to be assessed under the Design principles:

- Primary street setback (carport)

The above matters are discussed below.

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Background
The subject site is located on the west of Seaview Street. The site has a land area of approximately 381m² and is currently a Grouped dwelling. The site is zoned Residential and has a density coding of R25. The site is individually heritage listed and located within the South Fremantle Heritage Area.

A search of the property file has revealed the following history for the site:

- *WAPC55-18* - Two lot Survey strata subdivision. The right of carriageway for the battle-axe access leg to the benefit of the subject site was implemented through this subdivision application.
- *DA0378/19* - Primary Street Fence Addition to existing Single house. The current primary street fence, including the existing sliding gate facing the battle-axe access leg, was approved through this application.

Primary Street setback

Element	Requirement	Proposed	Extent of Variation
Carport	7m	1.5m	5.5m

In relation to the primary street setback of the carport, Clause 2.2 states that:

2.1 Garages, carports and outbuildings, except as provided for below, are to be setback in line with or behind the front wall of the dwelling.

It is noted that the carport is located in front of the existing dwelling. Clause 2.3 and 2.4 states that the City has discretion to vary the above setback requirement when;

2.3 Variations to the requirements of clause 2.1 or 2.2 above may be considered, at Council's discretion subject to the proposed development meeting at least one of the following criteria:

i. The proposed building is consistent with the character of buildings in the prevailing streetscape; or
ii. The proposed setback of the building does not result in a projecting element into an established streetscape vista by virtue of the road and/or lot layout in the locality or the topography of the land; or
iii. The proposed setback of the building will facilitate the retention of a mature, significant tree deemed by the Council to be worthy of retention (Refer also to LPP2.10 Landscaping of Development and Existing Vegetation on Development Sites); or
iv. The carport is lightweight in construction, appears simple in design and is visually subservient to the form and proportion of the dwelling. Additionally, the front setback area is designed in such a way so as to maintain visibility of the dwelling from the street and surveillance from the dwelling to the street.

2.4 Additional to clause 2.3 above, where the property is on the Heritage List the proposed development's compatibility with and impact on the heritage significance of the property will be considered. Due consideration will be given to the heritage assessment prepared under Local Planning Policy 1.6 Preparing heritage assessments and approval will only be granted where the development is considered compatible with the heritage significance of the property.

The carport is not considered to meet the provisions of Clauses 2.1, 2.3, or 2.4 above in the following ways:

- There are no examples of other carports in the prevailing streetscape with either the same proposed setback, nor the same roof form;
- Given the above, it is considered that the carport detracts from the current streetscape amenity, thereby introducing a new element projecting into the existing streetscape vista;
- No mature trees on the site will be retained by virtue of the proposed setback discretion;
- The carport is not lightweight in construction, nor is it simple in design and visually subservient to the form and proportion of the dwelling. This is due to the complex and bulky roof form which mimics the roof form of the main dwelling, thereby increasing its prominence. Notwithstanding this, due to it's open sided design, it is noted that the design allows for passive surveillance to and from the street to the dwelling to occur; and,
- The City's Heritage Department has advised that it doesn't support the proposed design specifically with respect to its location at the front of the existing dwelling, height, complex form of the roof, and impact on the visibility of the dwelling from the street. It is thereby considered that there will be a medium impact on the aesthetic value of the property and the streetscape from a Heritage perspective. Therefore, the proposal is not considered compatible with the heritage significance of the property, and is thereby not supported.

CONCLUSION

On the basis of the above LPP 2.9 assessment, in addition to the Heritage advice received, it is considered that the proposed carport cannot be supported, and therefore the application is recommended for refusal.

STRATEGIC IMPLICATIONS
Nil

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

OFFICER'S RECOMMENDATION

Moved: Cr Bryn Jones **Seconded: Cr Geoff Graham**

Council:

REFUSE, under the Metropolitan Region Scheme and Local Planning Scheme No. 4, Carport addition to existing Grouped dwelling at No. 7 (Lot 1) Seaview Street, Beaconsfield, as detailed on plans dated 25 February 2022 for the following reason:

a) The proposal is inconsistent with the City of Fremantle's Planning Policy 2.9 – *Residential Streetscape Policy* with respect to the primary street setback discretion due to the design of the carport being incompatible with the Heritage significance of the site and with the discretionary criteria of Clause 2.3 and 2.4.
b) The proposal does not meet the Design Principle P1.1 of Part 5.2.1 of the RCodes.
c) The proposal does not meet the matters to be considered provided in Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, namely criteria (k), (l), (m), and (n) due to the adverse heritage outcomes detailed in the report.

PROCEDURAL MOTION

At 7.59 the following procedural motion was moved:

COMMITTEE DECISION ITEM PC2204-10

Moved: Cr Su Groome **Seconded: Cr Adin Lang**

Refer the application to the Administration with the advice that the Council is not prepared to grant planning approval to the application for carport addition to existing Grouped Dwelling at No. 7 Seaview Street, Beaconsfield based on the current submitted plans, and invite the applicant, prior to the next appropriate Planning Committee meeting, to consider amending the plans to reduce the impact on the heritage dwelling and streetscape.

Carried: 7/0
Mayor Hannah Fitzhardinge, Cr Bryn Jones, Cr Geoff Graham, Cr Andrew Sullivan, Cr Su Groome, Cr Adin Lang, Cr Ben Lawver

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11. Motions of which previous notice has been given

Nil

12. Urgent business

Nil

13. Late items

Nil

14. Confidential business

Nil

15. Closure

The Presiding Member declared the meeting closed at 8.01.

GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

Future of Fremantle

Future of Fremantle

Place and Economic Vision

November 2024

Kaya kaya kaya

Koora yey benang kalyakoorl nitja nyung boodjar.

Nih, nyinning, kitkit kaartjin nyulluk waangkiny.

Yeye alidja djineng kylie, kulbardi, yoorn njamin nyung mangkatj wer borda wer kuliny nitja.

Djinang moombaki kep worl. Nitja ngaank, boorong nyung boodjar nyulluk boodjah nitja noonook boodja. Nitja nyung mia nitja noonook mia. Nyulluk wortkoorl boodjar.

Nidja nyung boodjar.

Nidja noonook boodjar.

Nidja nyulluk boodjar.

Freda Ogilvie
Noongar Elder
Member Future of Fremantle Planning Committee

Hello hello hello.

From the past, the present and the future, we acknowledge the Elders, our teachers, and our leaders. They are the archives, libraries and keepers of the language, culture and stories of the Whadjuk people.

Listen, sit, laugh, and learn about our language, that is passed down through oral traditions, story, and art.

Over there on the green grass the bobtail roams and like the flight of the boomerang, the magpie flies across the river and feeds on the sweet Banksia fronds.

Look up and down the land to where the river meanders and meets the horizon. Look at the sun which warms the land and feel the rain which nourishes and encourages growth.

This is my country.

This is your country.

This is our country.

FROM THE FUTURE OF FREMANTLE PLANNING COMMITTEE

Imagining a vibrant future for Fremantle | Walyalup's iconic inner harbour port precinct has been both a privilege and a challenge for those of us who have participated in this innovative planning venture.

The Fremantle Inner Harbour has for many thousands of years been a place where people have come together to meet and trade. It embodies the spirit of Fremantle and the wider Western Australian community – resilient, adaptable, hardworking and welcoming. From its inception, the Future of Fremantle Planning Committee has been acutely aware that any future social and economic proposal for the site once the container operations shift to Kwinana through the Westport initiative, must capture and reflect these values as well as the area's cultural importance to local Traditional Owners. We hope we have achieved this.

A hallmark of the Future of Fremantle project has been a genuine commitment to listen to as many voices as possible. Through extensive consultation – open days, workshops, design forums, focus groups and online surveys – we have heard from more than 1,000 people.

I thank the State Government for its foresight to establish this initiative. In particular, the Future of Fremantle Planning Committee remains grateful for the support and generous contributions of the many people from the Noongar and wider Aboriginal community who participated in the engagement opportunities and have shared the deep cultural significance of the site and its surrounds with us. The Committee was also inspired by the strong, positive values and innovative ideas expressed by the many young people who participated.

We have now distilled the thousands of diverse comments, suggestions, ideas and proposals to help shape a comprehensive vision for the port precinct's future transformation over the next 50 years and beyond.

The result is a bold and ambitious proposal that will unlock the site's unparalleled potential across six unique precincts as a future global waterfront city. It will reconnect Fremantle | Walyalup with its waterfront. It creates a pathway to deliver a range of homes, open spaces and supporting infrastructure for 55,000 new residents. It has potential to support 45,000 new jobs and to generate $13.6 billion in gross state product annually. Most of all, it will be a place that demonstrates a genuine respect for our incredible natural environment and supports people carrying out their lives in a way that is both rich and sustainable.

Our delivery of this report presents a considered and comprehensive social and economic strategy for future generations to draw from; and a realistic and workable vision that reflects the inner harbour's historic role in shaping Western Australia while also detailing its future as an exemplary waterfront destination.

Thank you to all involved.

Jane Bennett
Chair | Future of Fremantle Planning Committee, on behalf of the Western Australian Planning Commission

ABOUT THE FUTURE OF FREMANTLE PROJECT

The Future of Fremantle was borne out of the State Government's decision recommending Kwinana as the preferred location for a new container port to meet Western Australia's long term freight needs.

The Future of Fremantle Planning Committee was established by the State Government to develop a vision for the redevelopment of Fremantle | Walyalup's Inner Harbour port district in collaboration with the community and wider stakeholders.

The State Government's Westport program is planning for how and when the future container port will be built, how it will operate and a timeline for the move. Fremantle | Walyalup will continue to operate as Perth's main port until that time.

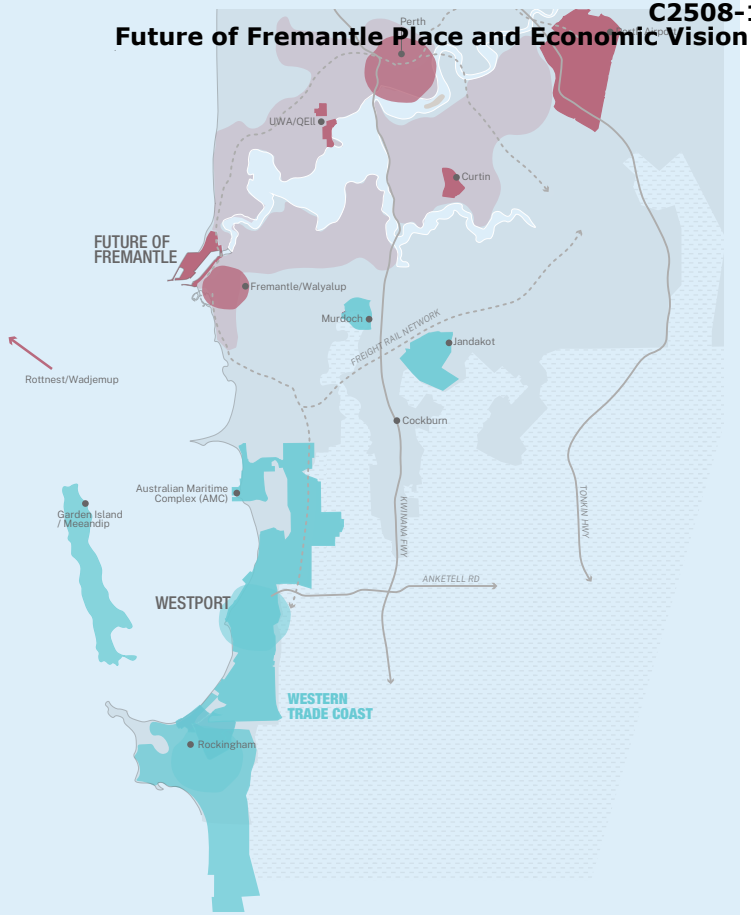
On behalf of the Future of Fremantle Planning Committee, the Department of Planning, Lands and Heritage (DPLH) led a comprehensive planning process throughout 2023 to establish a shared, 50-year place and economic vision for the transformation of this iconic Inner Harbour. The project was delivered in three phases:

- **Phase one** – involved early stakeholder engagement, background technical studies, site and context analysis, case study research and analysis of global trends.
- **Phase two** – involved an extensive collaborative visioning and design process to develop a shared vision and three preliminary land use scenarios in partnership with community and key stakeholders.
- **Phase three** – identified a preferred place and economic vision and a supporting vision elements plan for the consideration of the Western Australian Government.

A cornerstone of the approach was more than 150 hours of interactive engagement with government, industry and the community, which involved more than 1,000 participants and included Aboriginal Elder workshops, community visioning days, youth focus groups and a six-day Place Design Forum.

A significant body of technical work also informed the process. This included baseline investigations focused on environment, heritage, asset conditioning, geotechnical studies, global trends and case studies. It is also underpinned by an Aboriginal cultural heritage assessment, strategic economic analysis, and transport modelling.

The process enabled many voices to be heard, to shape and inform the vision.



PROCESS

Background Research and Preliminary Engagement → **Place and Economic Directions** → Collaborative Visioning and Design → **Emerging Vision and Three Preliminary Scenarios** → Community Advertising and Input → **Place and Economic Development Vision** → Recommended Place and Economic Development Vision to Western Australian Government

INTRODUCTION
IMAGINING A GREAT WATERFRONT CITY

Fremantle | Walyalup has always been a place of connection, trade and exchange. A significant place for Whadjuk Noongar people for over 60,000 years, and for 120 years home to a working port – a key economic driver for the local community and Western Australia. The Future of Fremantle project is a once-in-a-generation opportunity to imagine the transformation of the 370-hectares of port land and waterways and reinforce Fremantle | Walyalup as one of the world's great waterfront cities.

Future of Fremantle has established a bold and ambitious 50+ year vision to make the most of the unparalleled potential of infrastructure, land and water-based assets of the Inner Harbour, and define a new role for Fremantle | Walyalup as a strategic city of the south

In doing so, future lifestyle choices have been explored, and the potential economic and social benefits that can be achieved from redevelopment of the Inner Harbour have been revealed.

By pivoting the economic focus to export industries aligned with the State's economic diversification agenda, the Future of Fremantle will unlock prospective opportunities to transform the city into a global destination. This includes highly desirable investment credentials with the capacity at full build-out for:

- 45,000 new jobs within diversified industry sectors
- 55,000 new residents, including 8,000 students
- 20,200 households, including 2,400 affordable dwellings
- $800 million new annual consumption expenditure across wider Fremantle | Walyalup and North Fremantle
- $1.7 billion potential annual uplift through high-value industry clusters
- $13.6 billion in gross state product annually.

This means the Future of Fremantle could help to reinforce Western Australia as a leading economy in the Indian Ocean Rim and Fremantle | Walyalup's ongoing evolution as one of the world's great waterfront cities in which to live, work and visit.

Purpose of this report

The *Future of Fremantle Place and Economic Vision* report represents the culmination of feedback and detailed analysis undertaken over a 12-month process. It provides an overview of findings, opportunities and recommendations covering the following components:

1. **Future of Fremantle Vision |** Defining a long-term shared Vision to create one of the world's great waterfront cities. The Vision is supported by five Vision Goals and a Vision Elements Plan to unlock the socio-economic potential of the site.
2. **Strategic Context |** An overview of the priority considerations and opportunities that have informed the 'Future Place and Economic Role' of the project.
3. **Stakeholder Engagement |** Outlining the comprehensive and highly collaborative engagement process and a summary of key considerations identified by the participants.
4. **Place and Economic Development Framework |** Providing additional information on how the vision may be delivered through a series of Place and Economic Directions and Desired Outcomes.
5. **Precinct Response |** Identifying six unique precincts to bring the vision to life, and the economic, place and infrastructure assets that may support the renewed functions.
6. **Towards the Vision |** Summarising delivery considerations, principles, and potential phasing aligned to economic development priorities and enabling infrastructure.

As a 50+ year long-term proposition, the Place and Economic Vision report is not intended to predict the future.

Its purpose is to provide an enduring document that assists in identifying opportunities and ideas to guide strategic decision making and the collective effort / further investigation required to begin working towards an aspirational outcome.

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01 FUTURE OF FREMANTLE VISION

Through big picture thinking and sharing of ideas, an enduring and bold long-term vision has been established to create one of the world's great waterfront cities. The vision responds directly to the strategic opportunities of the site and the significant feedback received through an extensive stakeholder engagement process.

It also represents a paradigm shift that supports new ways of living, working and moving into the future, recognising that the world and Perth will be a vastly different place over the 50+ year vision timeframe.

The vision is supported by five vision goals and captured spatially within a flexible and adaptable vision elements plan. The plan identifies key moves to unlock the socio-economic potential of the site, and together with a place and economic development framework, provides a guide for long-term strategic decision making.

Visualisations are for illustration purposes only.

FUTURE OF FREMANTLE
VISION STATEMENT

Sitting proudly on the world stage, the Fremantle Inner Harbour will be transformed into a contemporary and progressive waterfront district, steeped in character and experiences reminiscent of its age-old tradition as a place for cultural connection, trade and exchange.

In supporting the economic diversification of Western Australia, the redevelopment will strengthen Fremantle | Walyalup's existing economy through investment in high-value strategic industries and infrastructure to unlock new jobs for the future.

As a socially diverse community rich in creativity and spirit, people from all walks of life will feel welcome to come together, meet and connect, enriching Fremantle | Walyalup's legacy of delivering shared prosperity.

By reconnecting the City to the water, the Fremantle Inner Harbour will become an exemplary waterfront destination, complete with advanced technologies, renowned green spaces and diverse experiences that offer fresh lifestyle opportunities to celebrate and enjoy the river and sea.

Through storytelling and world-class tourism assets that celebrate its unique Aboriginal culture and port heritage, together with an enduring respect for place character, it will reinforce Fremantle | Walyalup as an eclectic, dynamic and resilient waterfront city and one of the world's great places to live, work and visit.

Visualisations are for illustration purposes only.

FUTURE OF FREMANTLE VISION
VISION GOALS

Five vision goals have been identified to outline critical elements to achieve the long-term vision. They provide the foundation for key spatial moves and a structure to the Place and Economic Development Framework outlined in Chapter Three of this report.

GROW AN ECONOMY FOR THE FUTURE

Fremantle | Walyalup's Inner Harbour will continue to be a place of trade and exchange, acting as Australia's western gateway to the world. It will be home to high-value, industry clusters around blue and green economy, tourism, creative industries, and Aboriginal enterprise, creating new jobs to support Fremantle | Walyalup and the State's economic diversification agenda.

REFLECT FREO'S | WALYALUP'S IDENTITY

Diverse coastal, waterfront and creative experiences will cultivate lifestyle opportunities and enrich Fremantle | Walyalup's identity. World class tourism assets and cultural / creative storytelling will celebrate Aboriginal culture alongside port heritage, becoming a socially diverse community rich in creativity and spirit.

RECONNECT LAND AND WATER

As a net zero carbon development with a heightened focus on mitigating climate change, the Future of Fremantle will reconnect Fremantle | Walyalup to the river and sea. Abundant green open spaces, natural landscapes and river edges, will combine with infrastructure to protect the coastline, supporting resilience and commercially aligned investment opportunities.

DIVERSE AND HEALTHY

Equitable opportunities for all people and cultures will be provided, delivering genuine housing diversity and social infrastructure to support healthy, connected communities. Harnessing spectacular views with visually striking buildings that stand proudly across the harbour, it will reorientate the growth of Perth, supporting consolidation and providing a blueprint for sustainable urban living.

WALKABLE AND WELL-CONNECTED

Future of Fremantle will be served by a transport network that prioritises the movement of people to enable easy and safe access for all ages and abilities without a car. World class, innovative transport solutions will help to strengthen links with Fremantle | Walyalup, unlock investment potential and support high intensity, mixed land uses.

Visualisations are for illustration purposes only.

FUTURE OF FREMANTLE VISION
PRECINCT ROLES

Given the significant scale of the site, **six unique precincts** have been identified as logical organising elements to bring the vision to life. The precincts are assigned a clear role and purpose based on existing infrastructure, potential floorspace supply, alignment of activities to place character, and connectivity to strategic assets. With deliberately flexible boundaries, the precincts will help to collectively position Fremantle | Walyalup as a global waterfront city.

Rous Head
With a mix of prime headland views and iconic crossings, working marinas and creative maker spaces, Rous Head will reflect the essence of Fremantle Port's industrious past.

North Quay
Boasting magnificent open spaces, waterfronts and car-free living opportunities, North Quay will set a new benchmark for healthy, sustainable lifestyles in Western Australia.

Leighton
Leighton will lead the way in housing diversity and innovative transport solutions becoming a high amenity and integrated coastal neighbourhood.

North Fremantle
North Fremantle will become a bustling cityhub, helping to reposition Fremantle | Walyalup as a strategic city of the south and key player in the Indian Ocean Rim.

South Quay
South Quay will be transformed into a modern waterfront destination. It will redefine harbour and riverside living and working in Perth.

Victoria Quay
Victoria Quay will become Australia's iconic western gateway – a world class tourism, creative and arts precinct and a globally recognised must-visit destination.

Visualisations are for illustration purposes only.

FUTURE OF FREMANTLE VISION
VISION ELEMENTS PLAN

To deliver the vision and goals, a series of key spatial moves has been identified and captured within a flexible and adaptable **vision elements plan**. The plan provides a high-level guide to inform future decision-making, and a roadmap to unlock the socio-economic potential of the site.

The vision elements plan captures the critical spatial enablers required to deliver a high intensity, mixed-use outcome for the Future of Fremantle, with capacity for 45,000 jobs and 55,000 residents.

This level of development makes the most of the unparalleled potential of land, infrastructure and amenity, is aligned to global best practice, and is commensurate with the shared ambition embedded within the Vision and Goals.

The strong focus on economic job creation aligns with the State Government's diversification goals and strategic intent for the Western Trade Coast, building on Fremantle | Walyalup's existing assets and emerging competitive advantages. As a 'jobs positive' development, it also helps to safeguard the economic health and competitiveness of Fremantle | Walyalup as the port transitions in the future.

Balancing this economic focus with new, medium and high-density residential development brings vitality and activity to Fremantle | Walyalup and the Inner Harbour and is aligned with proven urban consolidation principles. This includes accommodating enough people to support everyday services, facilities and social infrastructure, as well as housing options that support a socially diverse community.

Achieving a relative balance between job and resident numbers also helps to accomplish the principle of self-containment, providing people with the opportunity to live, work and recreate locally, and limiting impacts on the regional transport network.

To support these land-use outcomes, the vision elements plan seeks to enhance the amenity and unique place qualities of the site. New public space destinations make the most of its waterfront aspect, and green links between the river and the coast amplify the exceptional and special place qualities.

Together with significant gestures to celebrate Aboriginal culture, the adaptative re-use of heritage assets, new landmark building opportunities and spaces for creativity and cultural exchange, these elements will help to create a unique identity, that attracts investment, talent and people to the site.

A world class land and water-based transport network, together with sustainable and innovative transport initiatives, will prioritise the movement of people and reconnect the site. A combined policy and infrastructure response will be critical in achieving the land use vision and unlocking its investment potential.

These interrelated outcomes provide the foundation to realise the vision and goals. Key spatial moves captured within the vision elements plan are identified on the following pages.

FUTURE OF FREMANTLE VISION
VISION ELEMENTS PLAN

GROW AN ECONOMY FOR THE FUTURE

Catalyst infrastructure to support the creation of high-value, diversified industry clusters, including:

- **Employment Capacity**: Provision of floorspace capacity, infrastructure and economic development initiatives to support 45,000 jobs in target industry sectors.
- **Precincts**: Designation of six integrated precincts with a clear place and economic purpose that contribute to strategic job creation through:
  - **Victoria Quay**: A world class creative industries, tourism and destination economy, anchored by iconic infrastructure, short-stay accommodation and a world-class cruise terminal.
  - **North Fremantle**: A globally recognised, innovation district anchored by research and development institutions and providing space for head offices, global anchor tenants and next generation creative technology.
  - **Rous Head**: A productive working harbour providing infrastructure and common user facilities to support high value marine and ocean industries, green technology and marine servicing / engineering.

REFLECT FREO'S | WALYALUP'S IDENTITY

Begin with Country, history and heritage to create new lifestyle opportunities and enrich identity, including:

- **View Line**: Protection of the Cantonment Hill | Dwerda Weelardinup to Rottnest Island | Wadjemup view corridor as part of recognising the Aboriginal cultural significance of the site.
- **Waterfront Nodes**: Identification of waterfront nodes, being key points of water-based activity that help to define adjacent land use and activation opportunities, including:
  - Oceanfront destinations: North facing beach and Port Beach regional coastal node.
  - Harbourside Attractions: South Quay, North Fremantle and North Quay waterfront nodes.
  - Activity Drivers: Rous Head working harbour, cruise terminal and Victoria Quay (slipways).
- **Heritage Building**: Protection and adaptive re-use of existing heritage assets.

RECONNECT LAND AND WATER

An abundance of green open spaces, natural landscapes and accessible river edges and coastal destinations, including:

- **Waterfront Access**: Eight kilometres of public waterfront access to connect and celebrate the water's edge.
- **Green Connections**: Designation of key green open space connections covering upwards of 20% of the site's total land area, including:
  - Continuation of the Coastal Foreshore Reserve
  - Generous river to coast connections
  - Harbourside green spaces.
- **Coastal Protection and Management Investigation Area**: To further define an appropriate 'protect' response to coastal erosion at Sandtrax, Port and Leighton beaches, that maintains a sandy beach environment.

Visualisations are for illustration purposes only.

FUTURE OF FREMANTLE VISION
VISION ELEMENTS PLAN

DIVERSE AND HEALTHY

High-intensity and mixed land-use to support healthy, accessible and connected communities, including:

- **Residential Capacity**: Provision of floorspace capacity to support 55,000 residents and target minimum densities of 15,000 people per square kilometre within each precinct.
- **Landmark Sites**: Identification of potential landmark sites that provide opportunities to define the urban environment, create amenity, cultural attractions and generate economic activity.
- **Social Infrastructure**: Provision for community infrastructure to support a diverse community, including spaces for primary and secondary education and training, health and wellbeing, arts and culture and sport and recreation.

WALKABLE AND WELL-CONNECTED

Transport infrastructure to support the land use vision and 70% sustainable mode share target, including:

- **Cross Harbour Connections**: A fixed bridge at James Street; and a potential moveable active transport bridge at Victoria Quay to maintain a close spatial and economic relationship between new and old Fremantle.
- **Mid-Tier Transit**: Providing local public transport connectivity to each precinct, and indicative potential future connections beyond the site boundary.
- **Heavy Rail**: An upgraded Fremantle Train Station and potential relocation of the North Fremantle Train Station further south to facilitate a seamless interchange with the proposed mid-tier transit system.
- **Key Street Connections**: Multiple road connections to/from North Quay to improve access and reduce pressure on North Fremantle.
- **Active Transport Connections**: Identification of new active transport connections to re-connect Fremantle and North Fremantle to the site.
- **North Fremantle Connectivity Investigation Area**: To identify an integrated transport solution for the location and design of the North Fremantle Station, Curtin Link, re-alignment of Tydeman and Port Beach Roads, and active transport connections to North Fremantle town centre.

Visualisations are for illustration purposes only.

02 STRATEGIC CONTEXT

A *Place and Economic Directions report* was prepared to understand the local, district and community priorities that can drive the delivery of social value; and broader influences including global, state and city-wide trends that can position the site for economic prosperity.

This analysis, together with feedback received from the community and key stakeholders, has been used to define a future Place and Economic role and the strategic opportunities and challenges that will need to be addressed. The following chapter is a summary of this work, providing context to the Place and Economic Development Framework outlined in Chapter Four.

Visualisations are for illustration purposes only.

STRATEGIC CONTEXT
CONNECTION TO COUNTRY

The Fremantle | Walyalup area is rich in Aboriginal history and holds great cultural importance to the Whadjuk Noongar people. Future of Fremantle will protect and preserve Aboriginal culture-sharing stories, truth-telling, supporting reconciliation and creating future prosperity.

For thousands of years Aboriginal people have been here in Fremantle | Walyalup. Located at the mouth of the Swan River | Derbarl Yerrigan, the land and waterways around Fremantle | Walyalup represent highly significant spiritual relationships.

It is the birthplace of many important Dreaming stories between people, land, freshwater and the sea, and there are several culturally significant sites in the area as well as important songline connections. The Seven Sisters Dreaming is linked to Fremantle, forming one of Australia's most significant songlines, from the Central Desert to the western coastline.

Fremantle | Walyalup had a ritual role as a place of trade, camping, meeting and funerary rites. Walyalup means 'the crying place' or 'place of tears'–deceased would be buried in the sand dunes. Singing and mourning would start so that the deceased could go on their next journey into the spirit world, across the sea to Rottnest Island | Wadjemup and beyond.

Fremantle | Walyalup was also the first Noongar sighting of the British fleet's arrival. It was one of the first places that Noongar people experienced the full impact of colonisation including massacres, forced removal, the loss of land, cultural loss and incarceration.

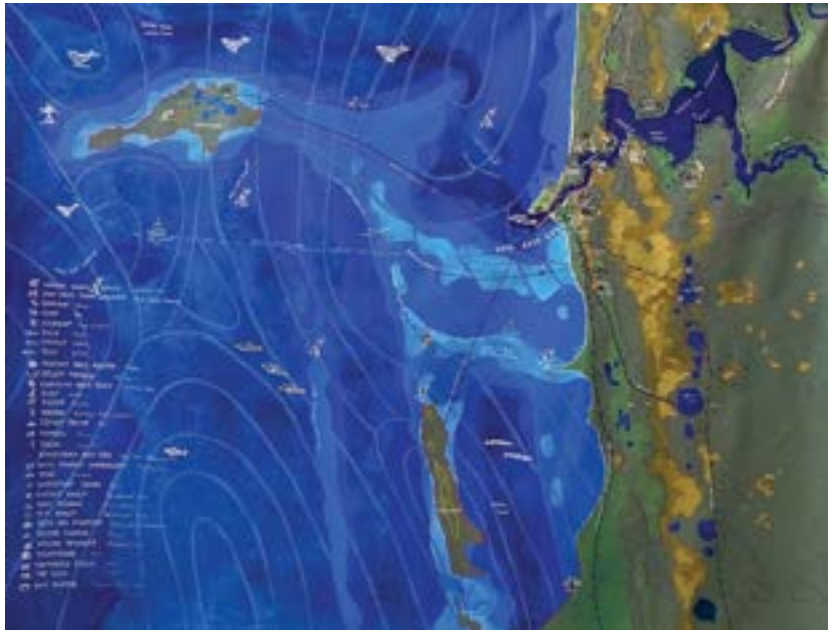


Image Credit: Mapping Boodjar, Walyalup | Fremantle–Noongar Boodjar Language Cultural Aboriginal Corporation, 2022

THE ANCIENT DREAMING

The Waarkal/ Waagal (Rainbow Serpent) story and how it created the land, sky and waterways.

Waarkal/ Waagal (Rainbow Serpent) and Yondock (crocodile) story and the creation of Rottnest Island | Wadjemup, Carnac Island | Ngooloormayaup, Cockburn Sound | Derbal Nara, Garden Island | Meeandip and the Swan River | Derbarl Yerrigan.

Kooranup, Noongar spirituality depicts how the spirits travel to Dreaming after death. Miya/mia – Fremantle | Walyalup – Rottnest Island | Wadjemup – Kooranup (Place of Spirits) – Mamang (Whales) returning spirits for reincarnation.

KEY LOCATIONS

Djoondle – Sandbar
It is said that the Waagal placed the crocodile's tail at the mouth of the Swan River | Derbarl Yerrigan to prevent salt water from entering; this became a limestone sandbar, destroyed during construction of the port.

Cantonment Hill | Dwerda Weelardinup
The area means 'Place of the Dingo Spirit'; the peak is also referred to as Walyarup, which means 'Sea-Eagle Nest'. It is one of only two remaining Seven Sisters.

Rottnest Island | Wadjemup
6,500 years ago, when still connected to the mainland, Wadjemup was used by the Whadjuk Noongar people for important ceremonies and meetings.

STRATEGIC CONTEXT
AN EVOLVING PORT-CITY RELATIONSHIP

For 60,000 years, Fremantle | Walyalup was a place for social gathering and a significant place of trade and exchange for Whadjuk Noongar people. More recently, Fremantle | Walyalup's rich history has emerged through an evolving port-city relationship. Future of Fremantle will draw on this heritage and strengthen Fremantle | Walyalup's reputation as one of Western Australia's most cherished places.

Early Port City
1829 – 1897

Fremantle | Walyalup and the Port share a close spatial and functional relationship, being located in and around Bathers Beach | Manjaree. City growth is heavily influenced by local resources, colonial ideology and key global events of convict arrival and a mini wool boom.

Expanding Port City
1900s

Rapid commercialisation and industrial growth necessitates port development beyond the city confines, with blasting of limestone and sand shoals at the mouth of the Swan River | Derbarl Yerrigan, reclamation of land and construction of North Mole. City population, infrastructure, and social life flourish on the back of state growth. Fremantle | Walyalup is heavily connected to global conflicts and events.

Modern Industrial
Mid 20th Century

Industrial growth, especially the oil refinery, requires separation and space resulting in further reclamation and expansion of North Quay. Post war economic expansion makes Fremantle a gateway to international migration.

Waterfront Retreat
1960s – 1990s

Changes in maritime technology, particularly container trade and roll on roll off, induce growth of separate industrial areas, with a large-scale modern port consuming land, water and space. Vacant spaces appear (due to changes in space requirements and technology) and initiatives to protect heritage, support creative industries and instigate urban renewal begin.

Port City Renewal
2000s onwards

Globalisation and intermodalism transform the port's role. Urban redevelopment begins to enhance integration and relationship between water and the city with new uses such as education, tourism, cultural, and food and beverage helping to pivot Fremantle | Walyalup's role and identity.

A CONTINUING ABORIGINAL STORY: HISTORICAL AND CONTEMPORARY

First point of contact
Fremantle | Walyalup was the first Noongar sighting of the arrival of the first British ships to Fremantle. It is a place where Noongar people experienced the full impact of colonisation with sites like the Round House, Rottnest Island | Wadjemup and Fremantle Prison all deeply connected to this period.

Truth-telling
Between 1838 and 1931, 3,700 male Aboriginals from around the state were sent from Manjaree | Bathers Beach to serve in prison on Rottnest Island | Wadjemup. Noongar women used to light fires along the beach to send signals to the Aboriginal prisoners at Rottnest Island | Wadjemup.

It is reported that 369 prisoners died and are buried at an Aboriginal cemetery within the Thomson Bay Settlement. The prison closed in 1904, although prisoners were deployed to build roads and other works up until 1931.

Forced resettlement
In the early decades of the twentieth century a phase of exclusion applied, which prevented Aboriginal people from accessing Fremantle | Walyalup. In the 1960s forced resettlement of Aboriginal people from the south-west to suburbs such as Coolbellup and Hamilton Hill took place, and the stolen generation began.

STRATEGIC CONTEXT
A NEW WATERFRONT CITY RELATIONSHIP

In many ways the Future of Fremantle project is about the evolution of an urban renewal process that continues to redefine Fremantle | Walyalup 's relationship to Perth and the state.

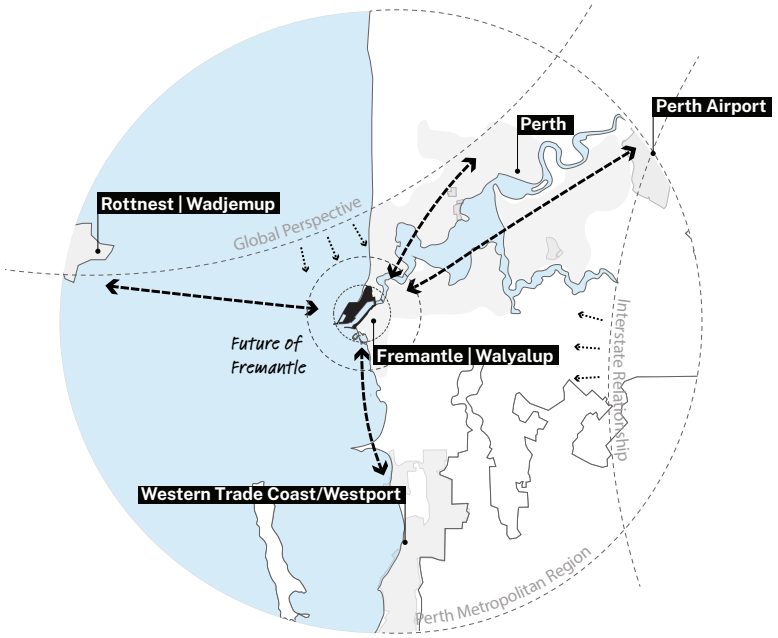
The Inner Harbour has a defining history, heritage and character that contributes significant meaning and attachment.

After many changes to the relationship between the port and Fremantle | Walyalup, it is a place that is now much more than a port city. Its urban structure and buildings have allowed for Fremantle| Walyalup's evolution to become a burgeoning education, tourism, cultural, creative and innovation centre that continues to redefine its relationship with the water.

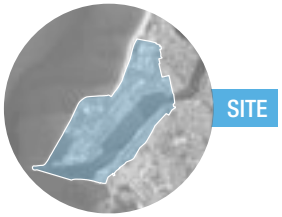
Reclamation and expansion of the port over time has created a site of significant scale. At 260 hectares (370 hectares including waterways), the site is comparable in size to large scale national and international redevelopment projects, including Darling Harbour (Sydney), HafenCity (Hamburg) and Canary Wharf (London).

Whilst each project is unique, these major global redevelopments have all demonstrated the potential to accommodate a significant number of new residents and workers and define a new relationship with their city.

Given its scale, waterfront location and amenity, the redevelopment of the Inner Harbour will reshape Fremantle | Walyalup 's future role, and its relationship with Perth's global brand, urban structure and movement patterns.



SCALE COMPARISON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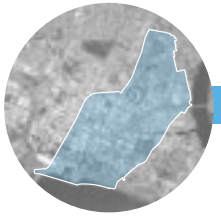
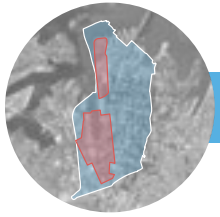

PERTH CBD

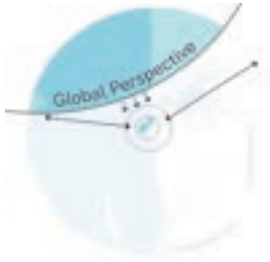

DARLING HARBOUR
SYDNEY

CANARY WHARF
LONDON

STRATEGIC CONTEXT
PLACE AND ECONOMIC ROLE

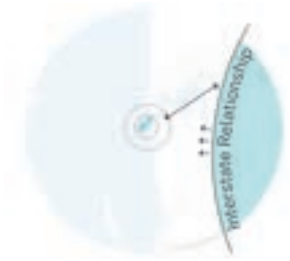
Through leveraging its unique locational and competitive advantages, Future of Fremantle has the potential to sustain and strengthen Fremantle | Walyalup's local economy and contribute to Western Australia's regional and state prosperity over the next century.

Aligned to strategic government direction, stakeholder ambition and global best practice, Future of Fremantle's place and economic role is to:



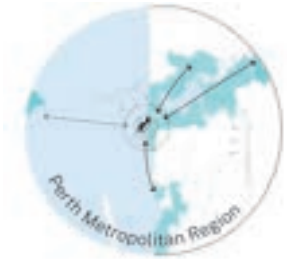
Be a leading gateway in the Indian Ocean Rim

Become a hub for global knowledge exchange, innovation and tourism that supports the rapidly emerging Indian Ocean Rim economies.



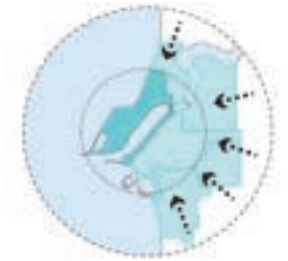
Drive state economic diversification

Support the development of major industries including international education and research, shipbuilding design, defence, tourism, and creative industries.



Leverage regional competitive advantages

Build on the significant economic opportunities being developed in the Western Trade Coast strategic industrial area by being an epicentre of talent and attraction, research and development, and a highly attractive location for business headquarters and residents.



Support Fremantle's evolution

Build the population, employment and industry base that supports Fremantle | Walyalup and North Fremantle to thrive as local communities and economies, while helping to carefully manage the transition of existing port jobs.

Be a self-sufficient waterfront city

Support an intensity of uses that allow people to live and work locally by providing unrivalled amenity and delivering a diversity of jobs, housing and recreation opportunities for the whole community.

Strategic Opportunities and Challenges

- Develop, attract and retain talent
- Welcome international residents, students and tourists
- Unlock the potential of time-zone and geography

- Support innovation and knowledge creation
- Provide attractions and housing for knowledge workers
- Support the shift to a decarbonising economy

- Deliver consolidated, sustainable growth to support Fremantle | Walyalup and the southern growth corridor
- Unlock the amenity and economic potential of the ocean and the river
- Improve regional transport accessibility to support economic growth

- Enhance the unique identity and character of Fremantle and North Fremantle
- Build competitive advantages associated with the blue economy
- Provide infrastructure that connects the site with existing communities

- Connect the site to the water's edge
- Remediate and green the site and respond to climate change impacts
- Leverage water-based infrastructure and heritage as foundations for the economy

03 STAKEHOLDER ENGAGEMENT

Future of Fremantle has been supported by a comprehensive and highly collaborative 12-month engagement journey that has involved hundreds of stakeholders representing all levels of government, business, locals and the broader community.

The extensive feedback received has been used to directly shape and inform the vision, goals and supporting strategies reflected in this Place and Economic Vision. The shared vision now provides an enduring foundation to begin building a proud legacy for Fremantle | Walyalup and all Western Australians into the future.

Visualisations are for illustration purposes only.

STAKEHOLDER ENGAGEMENT PROCESS

A cornerstone for the Future of Fremantle project has been the development of a collaborative and shared vision between the government, industry and the community.

The significant community connection to Fremantle was acknowledged at the outset, and ideas and feedback were sought from a diverse audience to assist in capturing the essence of the place, its people and visitors, and ensure the vision reflected local values and priorities.

This resulted in a comprehensive 12-month engagement program involving all levels of government, business, locals and the broader community, with a strong focus on highly interactive visioning and design activities and engagement with hard-to-reach members of the community. The geographical reach from where feedback has been received included Fremantle and North Fremantle and extended to the wider Perth metropolitan area and regional Western Australia.

The engagement activities have included: focus groups and workshops; visioning and open days; targeted meetings and youth workshops; Aboriginal Elders workshops and videos; and online surveys. These activities were supported and promoted through e-news, social media and blogs, in addition to traditional local and regional media outlets (print, radio and TV). Two reports (*Place and Economic Directions* and *Future Scenarios and Emerging Vision* reports) were also published and advertised, providing an opportunity for the broader community to shape direction at strategic project milestones.

At the heart of the process was a two-part, six-day Place Design Forum that helped shape an emerging vision and goals, as well as the creation of three different scenarios. The three scenarios considered different economic roles for Fremantle's Inner Harbour, and presented a range of ideas and possibilities that could be delivered over a 50-year time horizon. Each scenario was designed to test aspirations and understand priorities and trade-offs between land use intensity, infrastructure delivery and the provision of public amenity, activation and green space.

At the conclusion of this extensive process, there was ultimately strong support for a development outcome that reflects a level of ambition and intensity that can achieve the following outcomes:

- A place that supports genuine social diversity and builds on place character
- Abundant green open space to offset density, protect Port Beach and respond to the impacts of climate change
- A bold and aspirational transport system that strengthens connectivity and prioritises access without a car
- Sustainble infill develpment that helps reduce pressure for outer metropolitan growth
- Diverse housing opportunities exemplifying high quality, healthy design and dispersed height distribution to limit impacts on local character
- A job positive development that supports economic outcomes aligned with the State Government's economic diversification agenda.

The vision, goals and supporting strategies reflected in this Place and Economic Vision have been shaped and informed by the outcomes collated through this engagement process.

STAKEHOLDER ENGAGEMENT
PRIORITIES

Fremantle and North Fremantle are proud communities highly regarded for their strong shared values and rich histories. Stakeholders want the Future of Fremantle to embody similar qualities that can strengthen and reinforce these traits.

Through its heightened focus on shared social values, 'Freo' embodies a unique sense of identity where people from all walks of life feel welcome. Throughout the process, all stakeholders reinforced the importance of encapsulating these characteristics, centred around equity, resilience, wellbeing and prosperity.

Stakeholders all agreed that the Future of Fremantle represents an opportunity to sustain and strengthen Fremantle's local economy and contribute to Western Australia's prosperity over the next century. In doing so, several fundamentals were highlighted:

- Be a job positive development
- Protect heritage listed buildings and other iconic port infrastructure (i.e. cranes)
- Maintain cruise and ferry access in the Harbour
- Maintain public access to the waterfront
- Prioritise active and public transport
- Protect Port Beach and acknowledge its role as a regional recreational destination
- Create high intensity and self-sufficient neighbourhoods, and
- Celebrate and protect significant Aboriginal cultural sites.

> The long-range timeframe for this project means it is today's young people who stand to benefit the most, therefore hearing from them was an important part of the process.

Their input highlighted the need for a values-driven outcome, which prioritises inclusivity, affordable and mixed-use housing, sustainability / climate resilience, walkability and intergenerational, green open spaces, underpinned by courageous thinking and most importantly, a voice in all future planning.

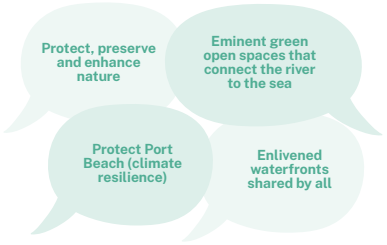
Stakeholders also called for a well-structured framework to guide implementation as an essential element for the site's successful transformation.

A high-level summary of the most frequent feedback captured through engagement, based on the key themes explored, is summarised in this supporting graphic.

JOBS AND ECONOMY

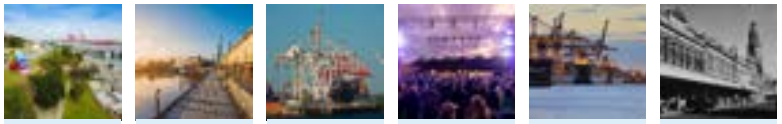
IDENTITY AND CULTURE

ENVIRONMENT AND PUBLIC SPACE



URBAN PLANNING AND MOBILITY

WHAT MAKES FREO SPECIAL



View heading over the bridge | Access to waterfront | Iconic Freo skyline | Existing Freo culture | Being close to a working port | History and industrial roots

STAKEHOLDER ENGAGEMENT
ABORIGINAL ELDERS' PERSPECTIVE

> THE BIGGEST OPPORTUNITY FOR ABORIGINAL PEOPLE IS ACKNOWLEDGEMENT THAT WE WERE HERE. WE MADE OUR LIVES ON THIS PART OF THE RIVER FOR THOUSANDS OF YEARS.
>
> **ELDER GREG UGLE**

The Future of Fremantle could become a high-profile development that genuinely delivers social and economic advancement for the Whadjuk community, and the Elders are excited by its prospective opportunities.

The Elders welcomed the opportunity to be extensively involved in the upfront and early planning for this high-profile project. Their ideas have been positioned to the front and centre of the entire process.

Aboriginal Elders actively participated in shaping the vision through a range of forums, including the Future of Fremantle Planning Committee and Aboriginal Reference Group; a half-day Cultural Tour, two dedicated workshops; and strong representation at the Place Design Forums. Aboriginal students also participated in the Cultural Tour and youth focus groups.

It is important to the Elders that Aboriginal people derive direct social and economic benefit from the future redevelopment. To achieve this, they want to be integral to shaping the next evolution of this place.

The Elders imagine the Future of Fremantle as a place where all Aboriginal people, including the vulnerable, can feel welcome and fully included in future community. The project's values of equity, wellbeing, resilience, and shared prosperity reflect these aspirations.

> The Elders are enthusiastic about the opportunity to be actively engaged in an ongoing role, to draw on goodwill and achievements, grow trust and strengthen relationships.

A summary snapshot of the key themes and priorities identified have been captured in the supporting graphic.

FEEDBACK THEMES AND PRIORITIES

CULTURAL RECOGNITION

Acknowledge that Aboriginal people have a long-standing and special connections with the area.

- Protect Aboriginal heritage and significant sites
- Share stories and celebrate cultural connections (land and waterways)
- Embed culture into design and the landscape
- Truth-telling is an important part of this story. Fremantle | Walyalup was a place of incarceration – this is fundamental to the past, present and future
- This history also reinforces the importance of this site for Aboriginal people across Western Australia

ECONOMIC EMPOWERMENT

Provide access to full economic participation and opportunities for employment (beyond just tourism).

- Opportunities for economic empowerment through business development models and partnerships
- Remediation and construction opportunities
- Training, skills capacity, professional development and capability (targeted and specific opportunities)
- Diverse Aboriginal employment opportunities
- Grow opportunities in culturally-aligned industries
- Accountability around targets

HOUSING, INCLUSION AND WELLBEING

Create a place where all Aboriginal people, including the vulnerable, do not feel alienated.

- Housing (all ages, all incomes. Including larger houses for families)
- Dedicated homecare services for Aboriginal Elders (Aboriginal owned and run)
- Support for the vulnerable (housing, health and social support)
- Social inclusion – infrastructure and services tailored to the needs of Aboriginal people (including youth)
- Ongoing Aboriginal engagement to enable a continuous and ongoing voice

HEAL THE LAND AND WATERWAYS

Protect and restore natural landscape (carers of the land).

- Environmental stewardship (carers of the land)
- Access to water
- Green open spaces
- Native landscaping / bush plants
- Environmentally sensitive design (land and water)

04 PLACE AND ECONOMIC DEVELOPMENT FRAMEWORK

The Place and Economic Development Framework provides a guide to support long term decision making. It indicates how the shared vision can be delivered through a series of place and economic directions and desired outcomes identified for each vision goal.

Read in conjunction with the vision elements plan, the framework identifies key areas of focus that will help inform further work and technical study to unlock the socio-economic potential of the site over the project's delivery timeframe.

Visualisations are for illustration purposes only.

PLACE AND ECONOMIC DEVELOPMENT FRAMEWORK
A GUIDE FOR FUTURE DELIVERY

The Place and Economic Development Framework provides a guide for long-term decision-making and informs how the Future of Fremantle Vision may be delivered.

The framework is structured to align with the five vision goals and includes the following information:

Vision goal overview
Providing additional context as to why the goal is important to achieving the vision and the potential socio-economic outcomes that can be delivered.

Key moves and spatial opportunities
Conceptualising how the goals may be accommodated spatially on the site.

Place and economic directions (below)
Providing direction on how the vision goals can be delivered and identifying key areas of focus that will help inform further work. They are supported by a series of desired outcomes and relevant case studies.

Vision Goals	GROW AN ECONOMY FOR THE FUTURE	REFLECT FREO'S I WALYALUP'S IDENTITY	RECONNECT LAND AND WATER	DIVERSE AND HEALTHY	WALKABLE AND WELL-CONNECTED
Place and Economic Directions	1 Develop a globally significant innovation district	1 Protect and celebrate Noongar culture as a leading narrative	1 Be a beacon of leadership to create a positive legacy for future generations	1 A genuine community for all	1 Infrastructure investment which supports the place vision
	2 Empower and grow Aboriginal enterprise	2 History and heritage is embedded in the experience	2 Embed restorative landscape values to heal the land and waters	2 Distinctive development with strong visual appeal	2 A place that prioritises the movement of people instead of cars
	3 International leaders in the blue and green economies	3 A place of creativity, entrepreneurship and cultural exchange	3 Reshape lifestyle identity through parks and open space		3 A place that utilises and reconnects to the waterways
	4 Develop a distinctive destination economy	4 Derive identity through world-class waterfront destinations			

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GROW AN ECONOMY FOR THE FUTURE

The Inner Harbour will continue to be a place of trade and exchange, acting as Australia's western gateway to the world. It will be home to high-value, industry clusters around blue and green economy, tourism, creative industries, and Aboriginal enterprise, creating new jobs to support Fremantle | Walyalup and the State's economic diversification agenda.

Creating a globally competitive city that promotes shared prosperity is not a matter of chance. Investment in the Future of Fremantle will support a future economy for Fremantle | Walyalup that is forward-looking, anticipating new and emerging global market demands while ensuring that opportunities are accessible to all segments of the community. Achieving this vision necessitates coordinated efforts from public, private, and community stakeholders throughout all phases of project development.

Human capital is one of the best predictors of a city's success, with the intensity of highly educated, skilled and experienced workers directly associated with strong socio-economic outcomes. Future of Fremantle will be a significant centre within Perth's knowledge economy, unlocking new value and productivity, generating a wide variety of jobs related to unique specialisations. This activity will create ongoing positive social benefits for existing and new residents including vibrant places, small business opportunities, access to education and health outcomes.

Creativity and innovation will be crucial to realising sustained comparative advantages. A well-connected mature innovation ecosystem will foster the commercialisation of novel solutions to local, national and international challenges. These deep specialisations enable enterprises to differentiate themselves, adapt to changing market demands, and ultimately gain a competitive edge.

Similarly, social diversity and a culture of inclusion will help realise the full potential of local talent, and in-turn attract global talent. Maintaining diversity in population, jobs, industry sectors and housing is crucial.

Finally, the Future of Fremantle will help to create the foundation for the economic inclusion of Aboriginal people. It provides an exciting opportunity to promote sustained Aboriginal prosperity through business opportunities, economic participation, social services, training and job opportunities at all stages of development.

> The context will change over time, meaning project development will need to be adaptable and responsive to ever-evolving shifts in market conditions, societal trends, pressures and expectations. This will require planning for strong fundamentals that will be best able to pivot to new opportunities and challenges as they emerge.

POTENTIAL OUTCOMES

$1.7b

POTENTIAL ANNUAL UPLIFT ACHIEVED THROUGH INDUSTRY CLUSTERING

DELIVERING $13.6B IN GROSS STATE PRODUCT ANNUALLY

GENERATING $1.3B IN INTERNATIONAL EXPORTS ACROSS WA ANNUALLY

ABORIGINAL ECONOMIC DEVELOPMENT

$400M-$500M in estimated contracts awarded to Aboriginal businesses during site remediation and infrastructure.

(in line with 4% target in Aboriginal Procurement Policy, Dec 2023)

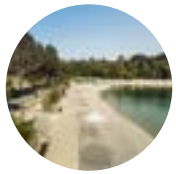
876,000

Total destination based floorspace in creative industries, performance spaces, destination retail, recreation and hospitality spaces (sqm)

Visualisations are for illustration purposes only.

GROW AN ECONOMY FOR THE FUTURE
KEY MOVES AND SPATIAL OPPORTUNITIES

GROW AN ECONOMY FOR THE FUTURE
PLACE AND ECONOMIC DIRECTIONS



DEVELOP A GLOBALLY SIGNIFICANT INNOVATION DISTRICT

DESIRED OUTCOMES

Talent attraction: Innovators, entrepreneurs, students, researchers, workers and visitors live, work and play in a high-amenity precinct that offers world class jobs and business opportunities, as well as unparalleled lifestyle, culture, amenity and services, all within walking distance.

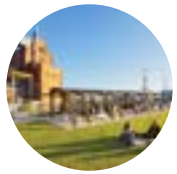
Specialisations: Enabling infrastructure and services support the growth of State-identified target sectors and activities, including the leveraging and development of innovation hubs, services and programs, and market collaborations.

Networked: Western Australia's innovation ecosystem is supported via physical and virtual two-way linkages with local and global major innovation districts, research and development universities, research institutes, corporate headquarters, capital and innovation providers.

International education: Tertiary and vocational education opportunities are aligned with high quality support infrastructure including student accommodation.

Active facilitation: Proactive management of the Innovation District ensures sustained oversight, direction and support to value generating activities.

Investment attraction: Innovation district becomes a magnet for diverse investment that commercialises the state's research and development into scalable solutions to globally significant challenges.



EMPOWER AND GROW ABORIGINAL COMMERCIAL ENTERPRISE

DESIRED OUTCOMES

Delivery models: Implementation frameworks and partnerships are co-designed with peak bodies to empower Aboriginal-owned and operated enterprises.

Workforce development: Skills capacity, training and development help ensure Aboriginal people represent an equitable proportion of the workforce.

Market access: Market access for Aboriginal businesses is facilitated by connecting them with customers, investors, and supply chains across strategically aligned sectors including marine science, tourism, and land and sea management.

Incubation and support: Mechanisms are in place to grow and support Aboriginal businesses and social enterprises, including funding schemes, lease incentives, mentoring programs and co-working spaces.

Targets and accountability: Aspirational targets and outcomes, and impact reporting frameworks are developed and applied to uphold accountability and compliance.

CASE STUDY

LOT FOURTEEN ADELAIDE

Lot Fourteen is a seven-hectare precinct located on the former Royal Adelaide Hospital site. The planning and redevelopment of the site into an innovation precinct is being undertaken by Renewal South Australia on behalf of the South Australian Government.

Catalytic investment
Public investment of $757 million from the Government of South Australia and the Australian Government is anticipated to trigger a further $1.2 billion of private sector investment

Cultural connections
Located on a culturally significant site for the Kaurna people of the Adelaide Plains, adjacent to the Karra Wirraparri (River of the River Gum Forests), and part of a significant Kaurna dreaming story. As such, an Aboriginal Art and Cultures Centre will be a part of the innovation precinct.

Strategic partnerships
Strategic partners of the Innovation Precinct include the Australian Space Agency, Defence and Space Landing Pad, Stone and Chalk, the Government of South Australia, The Circle and MIT Bigdata Living Lab, showcasing a collaboration between industries including space, defence and machine learning.

GROW AN ECONOMY FOR THE FUTURE
PLACE AND ECONOMIC DIRECTIONS

INTERNATIONAL LEADERS IN THE BLUE AND GREEN ECONOMIES

DESIRED OUTCOMES

Blue economy cluster: The premier location for research, development and commercialisation of blue economy goods and services on the Indian Ocean Rim, developing and driving advances in cutting edge sectors including marine services, aquaculture, ocean regeneration and marine tourism.

Shared resources: Curated permanent and interim spaces, infrastructure, and resources that support enterprises to develop, trial, scale and demonstrate innovations.

Research and development: Physical and virtual presence of globally significant blue and green economy research and development institutions and investors.

Education and training: Offering on and off-water experiential education opportunities with leading industry and researchers.

Carbon negative technology: Building the know-how needed for sustainable carbon negative cities by pioneering and scaling world leading green and clean technologies.

Corporate destination: Headquarters for major international ocean economy firms and host of blue and green economy seminars and events that attract global industry leaders.

Foster intersectionalities: Collaborative spaces and programs where creative technologies can be applied to specialisations including blue economy, defence and tourism.

DEVELOP A DISTINCTIVE DESTINATION ECONOMY

DESIRED OUTCOMES

Attractor: High-end tourism infrastructure, attractions and icon assets that reinforce Fremantle | Walyalup as a beloved destination, rich in unique value and anchored by its distinctive charm.

World class arts and culture: A nationally significant creative hub, with world-class facilities to host major cultural events that draw local, interstate, and international visitors.

Activation: Events and programming including festivals, performance, song, dance, language and visual art, make use of permanent and interim spaces and waterways.

Whadjuk Noongar offer: Aboriginal-owned and operated cultural activities and programming such as guided cultural tours, art installations, dancing, festivals and ceremonies and interactive visual art exhibitions.

Cruise arrival point: A world class cruise terminal and arrival experience that welcomes people to Western Australia, promotes the State's tourism offer and activates the Fremantle | Walyalup city centre.

Diverse offer: A vibrant 18-hour economy that thrives day and night, providing leisure, amenities and entertainment opportunities.

REFLECT FREO'S | WALYALUP'S IDENTITY

Diverse coastal, waterfront and creative experiences will cultivate lifestyle opportunities and enrich Fremantle | Walyalup's identity. World class tourism assets and cultural / creative storytelling will celebrate Aboriginal culture alongside port heritage, becoming a socially diverse community, rich in creativity and spirit.

For thousands of years Fremantle | Walyalup has been a place of special significance for Aboriginal people, where identity is deeply linked to its role as a place where people come together, to meet and connect.

Today, the port is a beating heart of Fremantle | Walyalup's identity. It is a significant site, and for many, where their Australian story began. It has influenced Fremantle | Walyalup's heritage buildings and social history, its spaces for making and creativity, and openness to cultural exchange.

Future of Fremantle will build on and enhance this identity as a place where the community makes, explores and experiences culture and stories unique to Walyalup.

Stronger connections to the water's edge will create new lifestyle opportunities. Breathing new life into iconic buildings and the re-use of water-based infrastructure assets will maintain much loved harbour activity and industrial character, while providing the foundation for a new economy. It will use this process of transition to forge stronger community connections and attachment to place.

A focus on equity, entrepreneurialism and wellbeing will help to re-define prosperity for the whole community, regardless of background, age or income. Through enhanced social diversity and the embodiment of deep local values, the Future of Fremantle will ensure that all voices continue to come together and be heard through the process of redevelopment. It will leverage the opportunity that comes with a significant high-profile development to genuinely deliver social and economic advancement for everyone, including Aboriginal people.

Done well, this strong focus on social wellbeing, identity and adaptability will not only enhance the quality of life for residents, but also attract talent and investment, driving new and resilient economic growth.

POTENTIAL OUTCOMES

5,000
Startups in Diversify WA target industries supported in the first 20 years (post-Westport)

INTRODUCING 2,100 JOBS IN THE PERFORMING ARTS INDUSTRY

SUPPORTING 400 JOBS IN STUDIO BASED ACTIVITIES

8,000
LOCAL STUDENT POPULATION

165,000
SQM OF CREATIVE SPACES

Visualisations are for illustration purposes only.

REFLECT FREO'S | WALYALUP'S IDENTITY
KEY MOVES AND SPATIAL OPPORTUNITIES

REFLECT FREO'S | WALYALUP'S IDENTITY
PLACE AND ECONOMIC DIRECTIONS

PROTECT AND CELEBRATE NOONGAR CULTURE AS A LEADING NARRATIVE

DESIRED OUTCOMES

Knowledge sharing: Aboriginal knowledge, perspectives and culture are recognised, valued and acted upon through appropriate frameworks that are culturally safe and respectful.

On-going engagement: Decisions regarding Aboriginal socio-economic advancement are made with Aboriginal people and businesses, with ongoing engagement based on principles of collaboration, inclusion, Aboriginal leadership and participation.

Inclusive and welcoming: Aboriginal people feel welcome to live, work and contribute to everyday life, with access to social and affordable housing designed to meet their needs.

Start with Country: A place renowned for its recognition and response to Country, with significant sites protected and celebrated, language promoted and cultural stories shared. Key opportunities include:

- Celebrating the Djoondle Crossing and the Cantonment Hill | Dwerda Weelardinup view line.
- Landmark Aboriginal facility with a focus on cultural knowledge, language, arts, science and / or wellbeing.
- Aboriginal place names for the city, precincts, streets and significant infrastructure.
- Cultural programming, including guided cultural tours, art installations, dancing, festivals and ceremonies.
- Truth-telling through interpretation, commemorative symbols (e.g. eternal flame) and strengthened links to Rottnest Island | Wadjemup, the Round House, Bathers Beach | Manjaree, historical campgrounds, and Fremantle Prison.

HISTORY AND HERITAGE IS EMBEDDED IN THE EXPERIENCE

DESIRED OUTCOMES

Cultural exchange: People create, explore, experience and reinterpret historical stories unique to Fremantle, with cultural exchange embedded in everyday life.

Heritage buildings: Heritage structures are protected and adaptively re-used in a way that enhances their unique attributes and creates public access and offerings.

Interpretation and storytelling: Layers of meaning are integrated within all aspects of public space design, with a particular focus on Port, migrant and Aboriginal history.

Working port character: New development is integrated with the industrial and maritime character of the historic working port through:

- Water use and activity including cruise, visiting naval vessels, Rottnest Island | Wadjemup ferries, commuter and tourism ferries, recreational boating and commercial docking;
- Retention of complementary port activity to support marine servicing, vocational training and water transportation sectors;
- Water edge infrastructure (e.g. boat stackers, docks, mooring infrastructure and marinas);
- Retention and re-use of key features that contribute to the character of the area (e.g. sheds, cranes, sea containers etc).

CASE STUDY

WYNYARD QUARTER, AUCKLAND

Wynyard Quarter has helped to position Auckland, New Zealand, as a global destination for tourism and business, contributing to the city's strategic direction to be 'the most liveable city' by 2040.

Embed Indigenous culture
Guided by the Māori Design Guide, Māori culture has been integrated into the development, including public art, place names and design features. It also moves beyond these gestures, with governance, engagement impact statements and statutory approvals that support indigenous culture and expression embedded within the development process.

Retain character alongside heritage
The redevelopment has a strong focus on retention of elements within the public realm that contribute to and reflect the site's industrial history. One example is 'Silo Park', a cluster of six silos that define the landscape, preserved and adaptively re-used as cinemas and exhibition spaces.

Keep it working
Wynyard Quarter has deliberately retained and supported maritime businesses working with the water, alongside modern corporate additions. Historical businesses, such as the Auckland Fish Market, which has operated within the area for over 100 years, continue to exist alongside residential and modern office uses.

REFLECT FREO'S | WALYALUP'S IDENTITY
PLACE AND ECONOMIC DIRECTIONS

A PLACE OF CREATIVITY, ENTREPRENEURSHIP AND CULTURAL EXCHANGE

DESIRED OUTCOMES

Creative placemaking: Support for creative, innovative and entrepreneurial ideas that are deeply invested in solving challenges and creating social value. Opportunities include:

- Placing arts and cultures at the centre of urban regeneration efforts;
- Student projects, design competitions, artist initiatives, international collaborations and events programming;
- Supporting the establishment and growth of social enterprises;
- Bringing together residents, businesses, government, researchers and non-profit organisations to address complex urban issues.

Interim uses: Transitionary and interim uses activate the site, build its brand, prototype new ideas and reflect local experiences and attitudes. This could include:

- Creative and cultural activation (Victoria Quay)
- Community facilities (Leighton)
- Ocean enterprise infrastructure such as fabrication space and aquaculture ponds (Rous Head)
- Energy generation, sea container reuse, community facilities, and creative waterfront activations (North Quay)
- Adaptive reuse of cruise terminal and forecourt programming for conferences and community events (South Quay)
- Social enterprise experimentation and incubation (North Fremantle).

DERIVE IDENTITY THROUGH WORLD-CLASS WATERFRONTS

DESIRED OUTCOMES

Oceanfront destinations: Significant oceanfront destinations facilitate amenity and recreation opportunities, providing infrastructure to benefit local and regional communities and visitors.

Waterfront attractions: The river and harbour are celebrated through highly prominent public spaces, publicly accessible waterfronts and new recreation opportunities that support use and activity.

Productive edges: Water is used as a driver of economic activity and land productivity to create value across each precinct, including activated edges, promenades and working water bodies that offer commercial opportunities.

Water edge infrastructure: The re-use and provision of water-based infrastructure assets support the function of waterfront nodes and marine based activity, providing access and safety for a wide range of watercrafts (from personal use kayaks, paddleboards and recreational boats through to training, charter and navy vessels, superyachts and cruise ships).

CASE STUDY

STADSHAVENS, ROTTERDAM

Rotterdam's largest port repurposing venture, Stadshavens, has tested an alternative approach to redevelopment, providing an invitation for businesses and the community to participate in the development process over many years.

Think Big, Start Small
Rather than a complete reliance on transformational infrastructure investment, Stadshavens focused initial efforts into existing buildings, structures and businesses in the area. This approach attracted the right type of entrepreneurs to the precinct to begin working towards the vision.

Create Social Value
To ensure businesses attracted to the area were the right fit, Stadshavens reviewed and measured the potential social, economic and place value of the business in line with the vision. The larger the contribution to the three values, the more opportunity provided for better leasing terms and accessing government co-investment and funding.

Focused, Early Investment
Government investment in early infrastructure provided certainty and cues to the market that it is committed to achieving the vision. Initial investment included the adaptive re-use of a former gatehouse into 4,000sqm of manufacturing and office space for target sectors, including food and design-based businesses, as well as community event spaces.

RECONNECT LAND AND WATER

As a net zero carbon development with a heightened focus on climate change, the Future of Fremantle will reconnect Fremantle | Walyalup to the river and sea. Abundant green open spaces, natural landscapes and river edges, will combine with infrastructure to protect the coastline, supporting resilience and commercially aligned investment opportunities.

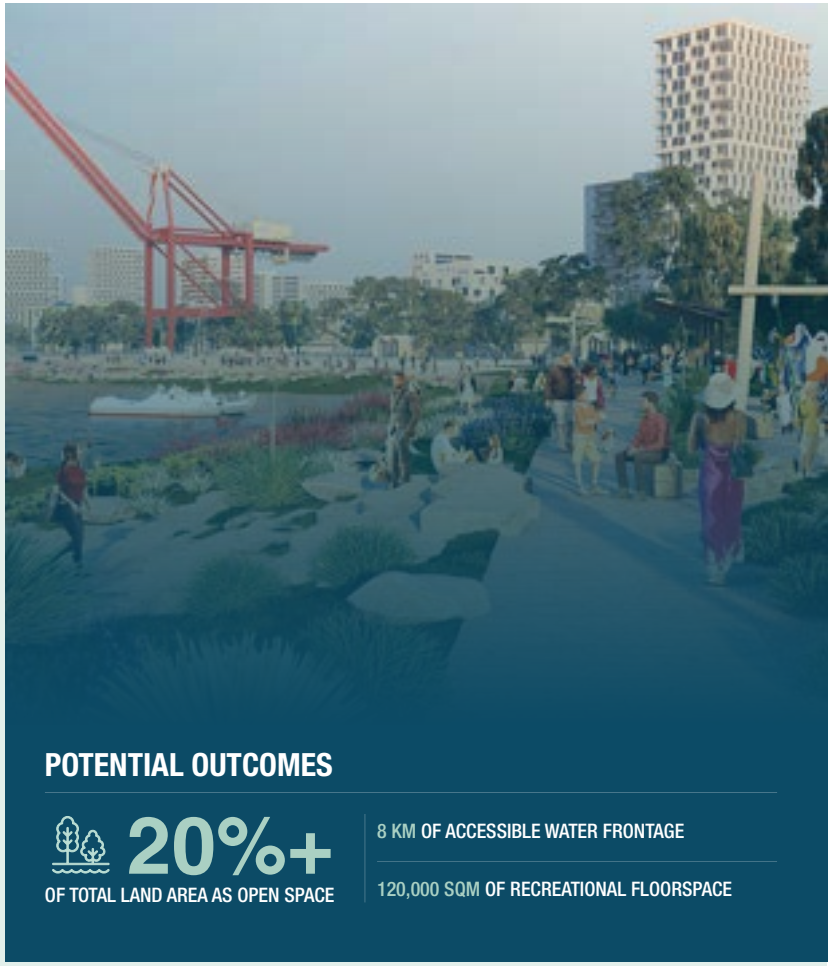
Few sites have such unique environmental challenges and opportunities, being at the junction of the river and sea, almost entirely human-made through ongoing reclamation and adaptation, and with a long industrial history associated with port use. The port transition creates a key opportunity to enhance the environmental qualities of the site and its immediate natural setting, and strengthen the site's relationship to water as a central component of the place experience.

Resilience to climate change will be paramount, moving beyond acknowledgment to become a leader in adaptation and regeneration. It will provide a legacy to future generations through innovation in areas of the circular economy and net zero carbon, to support both local and regional environmental outcomes.

As a place of cultural significance, where the river and ocean converge, Elders have discussed the importance of restoring the health of land and water locally. The Future of Fremantle can adopt a restorative approach, with opportunities to introduce reclaimed naturalised river edges, green links and organic, natural green spaces, as well as more formal treatments for sport and recreation and civic events. All these components will work together to create a strong relationship to the water, where the experience reinforces and generates value from the site's unique waterfront location.

This will be highly beneficial to lifestyle, support density outcomes, encourage walking and cycling, improve the health and wellbeing of the community, and further strengthen all aspects of liveability.

A project of this scale and profile also presents the opportunity to position Perth and Western Australia at the forefront of sustainable practices, leveraging our global leading expertise in marine and environmental sciences and our unique context as an international biodiversity hotspot. Leadership and environmental stewardship can become part of Fremantle | Walyalup's global brand, attracting entrepreneurs and innovative businesses in green technology that contribute solutions to local, regional and global sustainability challenges.



POTENTIAL OUTCOMES

20%+
OF TOTAL LAND AREA AS OPEN SPACE

8 KM OF ACCESSIBLE WATER FRONTAGE

120,000 SQM OF RECREATIONAL FLOORSPACE

Visualisations are for illustration purposes only.

RECONNECT LAND AND WATER
KEY MOVES AND SPATIAL OPPORTUNITIES

RECONNECT LAND AND WATER
PLACE AND ECONOMIC DIRECTIONS

BE A BEACON OF LEADERSHIP TO CREATE A POSITIVE LEGACY

DESIRED OUTCOMES

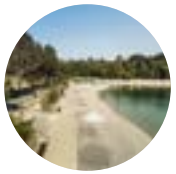
Carbon neutral: Net zero carbon is achieved and Fremantle | Walyalup is recognised as a leader in emerging technologies, green energy supply, precinct scale infrastructure and urban electrification.

Climate resilient: Future of Fremantle is resilient to climate change, providing space for adaptation and responding to related issues including sea level rise, storm surges, erosion, reduced rainfall and the urban heat island effect.

Sea level rise: Current sea level and storm surge protection infrastructure associated with the Port is maintained and all new developments respond to evolving climate change scenarios.

Coastal erosion: A sustainable long-term 'protect' solution to coastal erosion at Port Beach is achieved that maintains the usability of the beach and supports its role and function as a regionally important destination.

Circular economy: Urban resources are considered holistically, reducing waste and pollution, circulating products and materials within a closed loop system, and enhancing efficiency of urban areas.



EMBED RESTORATIVE LANDSCAPE VALUES TO HEAL THE LAND AND WATERS

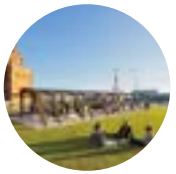
DESIRED OUTCOMES

Site remediation: The site is remediated in response to its long-term industrial history, and decontamination achieves an 'unrestricted' land use classification.

Biodiversity and landscaping: Flora and fauna returns to the site and adjacent waterways, particularly through landscaped green linkages, including coastal reserves / dunes, re-naturalised river foreshore areas and river to coast connections, including the retention of the Fairy Tern Sanctuary.

Geomorphology: The geomorphology of the site is understood and respected, particularly acknowledging the ancient paleochannel through the co-location of public open space and / or lower to mid-rise building typologies as necessary.

Water sensitive: Future of Fremantle acknowledges the value of water and prioritises its recovery, recharge and re-use within precinct-scale water recycling, harvesting and management systems.



RESHAPE LIFESTYLE AND IDENTITY THROUGH PARKS AND OPEN SPACE

DESIRED OUTCOMES

Waterfront access: Public access to the waterfront is protected and prioritised over private commercialisation, offering diverse experiences and treatments that draw people to the water's edge.

Open space networks: Prominent networks of open spaces link key public destinations, provide a diversity of spaces for recreation, social infrastructure and active use, natural landscaping and green infrastructure.

Coastal foreshore: The metropolitan coastal foreshore reserve is extended, allowing an uninterrupted and generous coastal reserve connecting Leighton, Port and Sandtrax beaches to a new north facing beach destination.

Infrastructure design: Infrastructure is utilised as part of the open space network enhancing the role and function of streets, promenades, public transport corridors, cross-harbour bridges and break walls.

RECONNECT LAND AND WATER
CASE STUDY

CASE STUDY

NORDHAVN, COPENHAGEN

Part of Copenhagen's plan to achieve net-zero carbon by 2025, Nordhavn is a port and industrial land repurpose project 3.5kilometres from the centre of Copenhagen.

Become a living laboratory
EnergyLab Nordhavn is a collaborative project for sustainable energy solutions, creating a 'living laboratory' to develop and test innovative technologies, including a smart grid system optimising energy usage.

Produce, store and reduce energy consumption
Energy production in Nordhavn involves district heating, solar, and offshore wind power, with storage initiatives led by the government and green building standards for private development.

Design multi-functional infrastructure
Park 'n' Play is a multi-use mobility hub with electric vehicle charging, car parking, play space, and green technology. It features a high-performing battery charged by renewable energy.

DIVERSE AND HEALTHY

Equitable opportunities for all people and cultures will be provided, delivering genuine housing diversity and social infrastructure to support healthy, connected communities. Harnessing spectacular views with visually striking buildings that stand proudly across the harbour, it will reorientate the growth of Perth, supporting consolidation and providing a blueprint for sustainable urban living.

Fremantle | Walyalup has long been a source of inspiration for how we plan and design functional, loveable and iconic places in Perth. Being supported by an interconnected street network, a diverse mix of uses, and enduring, adaptable buildings, Fremantle | Walyalup continues to reinvent itself as a productive and resilient city with capacity to respond to an evolving context and challenges. Its distinctive network of hubs and neighbourhoods like South, East and North Fremantle collectively make it a diverse, exciting and attractive city for locals and visitors.

The Future of Fremantle will continue this legacy, setting a new benchmark in liveability in Australia and creating prosperity by focusing on the health and wellbeing of people and place.

Meaningful diversity in people, housing (including affordable and social housing) and jobs in well-designed, high-intensity precincts will contribute interest and vibrancy and enable the benefits of the redevelopment to be shared across all segments of the community.

The Future of Fremantle will ensure that all residents and businesses are provided with the highest level of amenity, service provision and accessibility. Delivering places with enough people to support local shops, services, schools, community infrastructure and job creation, together with providing infrastructure that allows people to walk, cycle or take public transport to access daily needs, will limit impacts on regional transport networks and support community health outcomes.

The opportunity to live and work in the area will be further strengthened through the provision of diverse housing options, including affordable options for key workers in a range of industries.

Finally, the Future of Fremantle will recognise the value of uniqueness and exceptional character-sensitive design in attracting people, ideas and capital. By delivering purposeful precincts focused on job creation and understanding the socio-economic benefits of landmark buildings and people-centered design, it will enhance Fremantle | Walyalup's personality and fully integrate with the city's ever evolving context and character.

POTENTIAL OUTCOMES

$800m

Opportunity for new annual consumption expenditure across wider Fremantle and North Fremantle

UP TO 55,000 TOTAL RESIDENTS

UP TO 20,200 TOTAL HOUSEHOLDS

UP TO 2,400 AFFORDABLE HOUSEHOLDS

Significant efficiencies in infrastructure and service provision through consolidated infill development compared to new housing on the urban fringe.

45%

of residents will live and work in Fremantle | Walyalup

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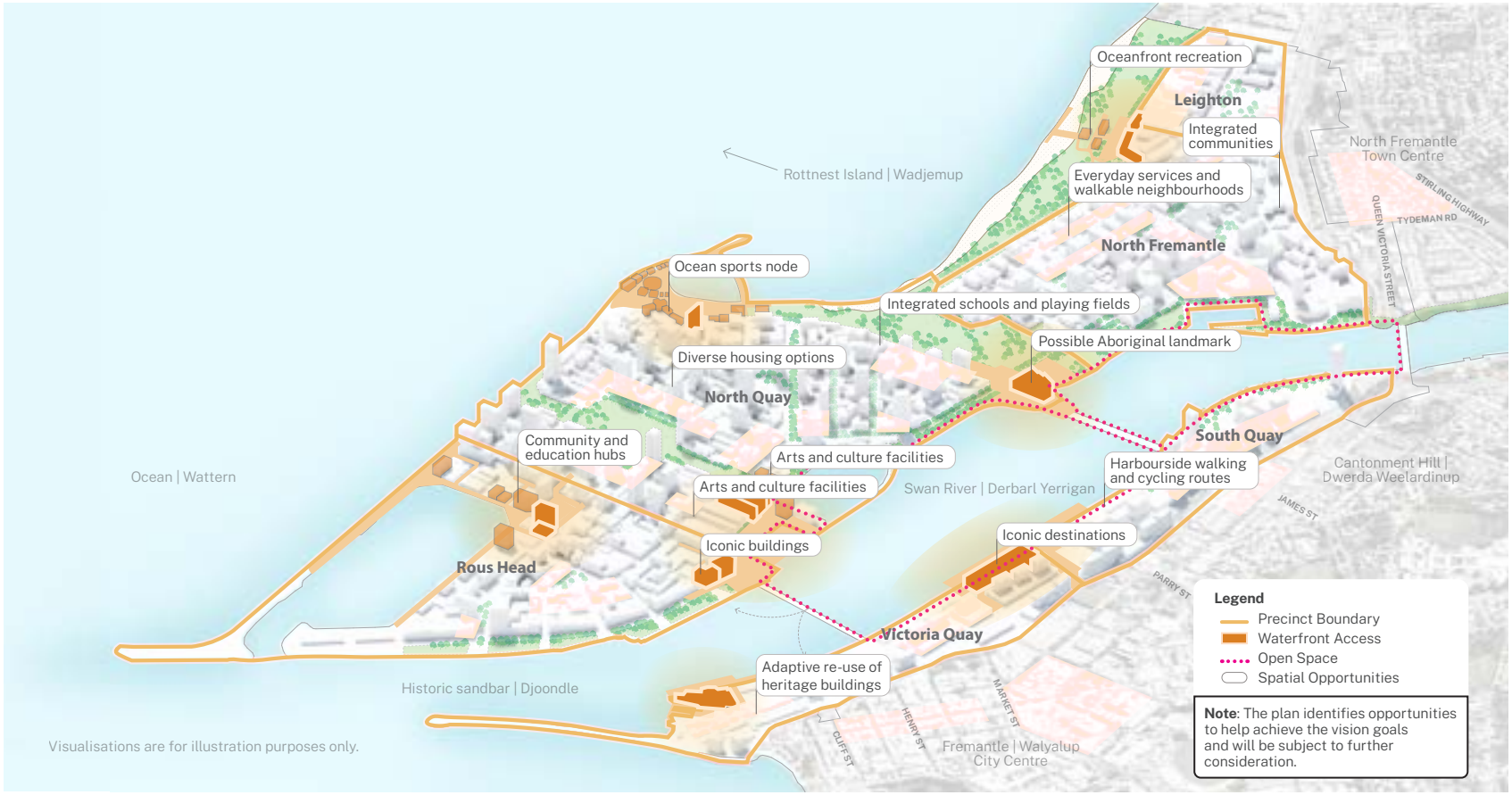
DIVERSE AND HEALTHY
KEY MOVES AND SPATIAL OPPORTUNITIES



DIVERSE AND HEALTHY
PLACE AND ECONOMIC DIRECTIONS

A GENUINE COMMUNITY FOR ALL

DESIRED OUTCOMES

Affordable and diverse housing: Diverse housing, including social, affordable and key worker housing, provide opportunities for the whole community to live within the area, and support the principle of living and working locally.

Affordable workspaces: Diverse employment opportunities are supported by affordable workspaces for social enterprises, Aboriginal businesses, co-working spaces, incubators, independent retail and creative uses.

Social infrastructure: Primary and secondary education and training, health and wellbeing, arts and culture and sport and recreation infrastructure support a connected community, with implementation guided by the principles of timely delivery and multifunctional hubs.

Thriving precincts: A critical mass of medium and high-density housing within each precinct support socially vibrant and economically viable neighbourhoods that offer an 18-hour economy with a full range of services and amenity to live local, healthy lifestyles.

Healthy design: Precincts support active lifestyles and communities through activity that creates local destinations and infrastructure to encourage walking and cycling, including iconic harbourside active transport loops.

Integrated community: As an extension to Fremantle | Walyalup and North Fremantle, the redevelopment prioritises connectivity and complementary activities and facilities.

DISTINCTIVE DEVELOPMENT WITH STRONG VISUAL APPEAL

DESIRED OUTCOMES

Design quality: Future of Fremantle is renowned for its diverse new development that demonstrates exceptional design quality, responding in a contemporary way to Fremantle | Walyalup's and North Fremantle's unique place characteristics and appeal.

Public amenity: High density development is complemented by exceptional public realm, activation and community spaces.

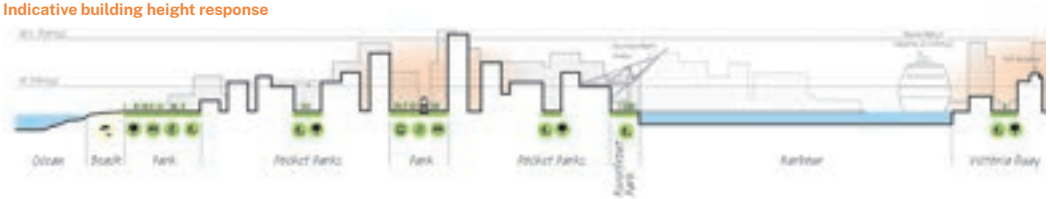
Public views: Preservation of public views are prioritised including long views across the harbour to create an iconic skyline, views to key heritage and character landmarks, coastal views, and the Cantonment Hill – Rottnest Island | Wadjemup view corridor.

Landmark buildings: Landmark buildings are used to define the urban realm, catalyse new connections and bring economic activity and public benefit to precincts. Opportunities include: ferry terminals, research / conference facilities, cultural centres, surf lifesaving club, cruise terminal.

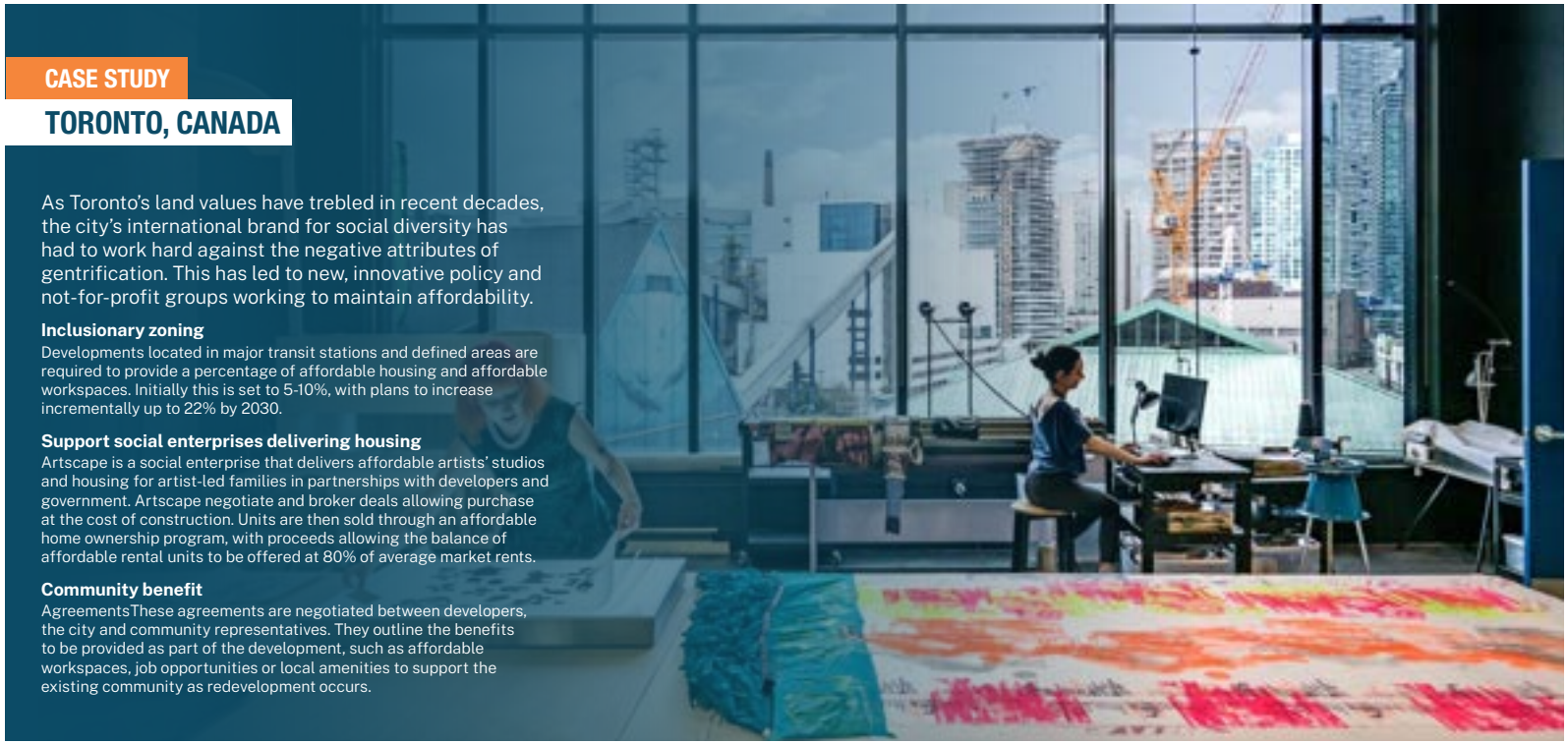
GUIDANCE FOR TALLER BUILDINGS

- Complement high-density development and taller buildings with investment in an enhanced public realm.
- Consider building heights that step down toward waterfront locations and create 'value in depth'.
- Disperse taller buildings across the peninsula and encourage slender buildings to enhance solar access, cross-ventilation and views.
- Protect the amenity of key public spaces (coastal reserves, harbourside connections and green linkages) by designing for limited overshadowing and wind impacts.

Indicative building height response



DIVERSE AND HEALTHY
CASE STUDY



CASE STUDY

TORONTO, CANADA

As Toronto's land values have trebled in recent decades, the city's international brand for social diversity has had to work hard against the negative attributes of gentrification. This has led to new, innovative policy and not-for-profit groups working to maintain affordability.

Inclusionary zoning
Developments located in major transit stations and defined areas are required to provide a percentage of affordable housing and affordable workspaces. Initially this is set to 5-10%, with plans to increase incrementally up to 22% by 2030.

Support social enterprises delivering housing
Artscape is a social enterprise that delivers affordable artists' studios and housing for artist-led families in partnerships with developers and government. Artscape negotiate and broker deals allowing purchase at the cost of construction. Units are then sold through an affordable home ownership program, with proceeds allowing the balance of affordable rental units to be offered at 80% of average market rents.

Community benefit
AgreementsThese agreements are negotiated between developers, the city and community representatives. They outline the benefits to be provided as part of the development, such as affordable workspaces, job opportunities or local amenities to support the existing community as redevelopment occurs.

WALKABLE AND WELL-CONNECTED

Future of Fremantle will be served by a transport network that prioritises the movement of people to enable easy and safe access for all ages and abilities without a car. World class, innovative transport solutions will help to strengthen links with Fremantle | Walyalup, unlock investment potential and support high intensity, mixed land uses.

A world-class transport network is critical to unlocking the economic potential of the site and realising the vision. It will contribute towards achieving the values that underpin the Future of Fremantle, unlocking economic prosperity, supporting health, wellbeing and equity through enhanced walking and cycling, and facilitating a net-zero carbon development. The adoption of "car-lite" transport planning philosophy is also required to prevent overloading the regional road network which is already approaching capacity.

In recognition of the importance of transport to achieving the vision, Future of Fremantle has set an aspirational target of 70% of all trips to be made using sustainable modes of transport. Achieving this target will require a steadfast commitment to minimise private vehicle use and change behaviours, particularly through staged infrastructure provision and innovative policy settings.

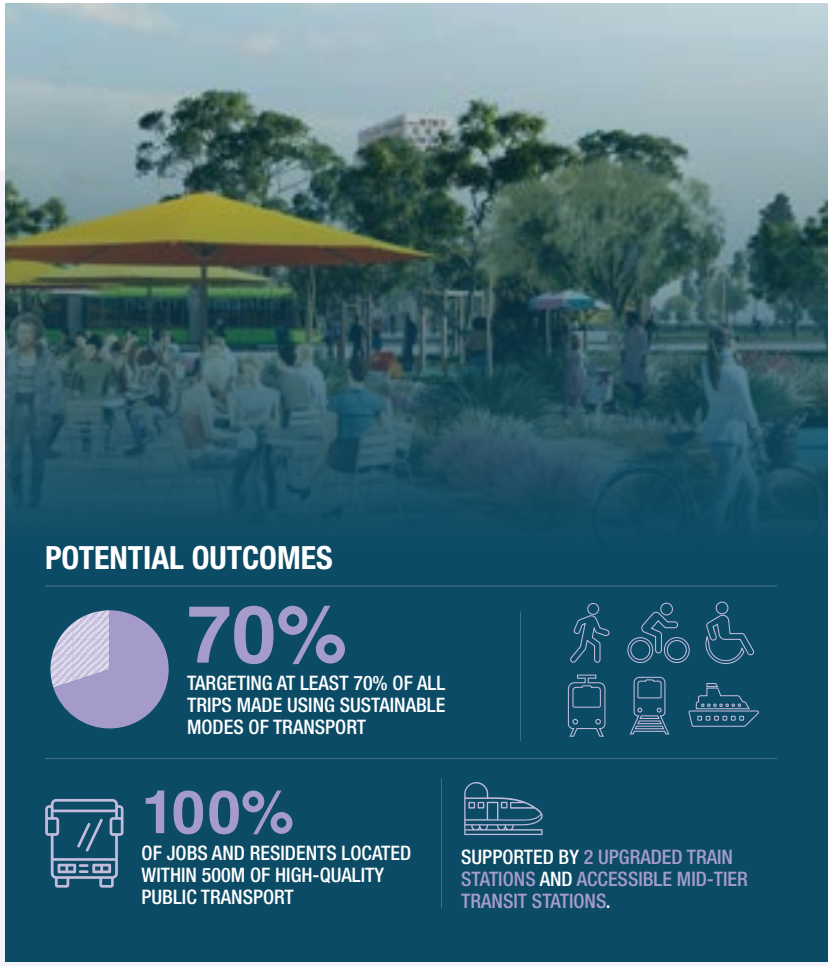
Future of Fremantle's transport response therefore prioritises public and active transport, making it a sustainable and compelling choice for all future residents, workers and visitors.

Future of Fremantle will leverage the Perth-Fremantle | Walyalup passenger railway by concentrating economic activity around an upgraded Fremantle | Walyalup station and a relocated North Fremantle station. A "turn-up-and-go" mid-tier transit system is proposed to unlock the economic potential of Future of Fremantle's precincts. Further planning is required to explore how this mid-tier transit system may extend beyond the study area, particularly to key economic anchors within Perth's southern corridor.

A dense network of active transport paths (walking, cycling and micro-mobility) is also proposed, which will be delivered to a standard that is attractive to people of all ages and abilities. Catering primarily for short trips, the active transport network will leverage and strengthen the walking and cycling culture that already exists within Fremantle | Walyalup and its surrounding community.

Two new bridge connections across the Inner Harbour are proposed to facilitate a strong social and economic relationship with the existing Fremantle | Walyalup city centre. While vehicular access to the Future of Fremantle will be possible, it will not be prioritised. Streets will be designed to promote the movement of people and progressive policies such as parking management, car-free zones and shared mobility will be applied. The design will also support access for service vehicles.

The Future of Fremantle will also enhance access to the water's edge. New linkages will be created across infrastructure corridors and the use of expanded ferry services will be explored to ensure the Inner Harbour maintains its maritime culture, heritage and waterfront identity.



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WALKABLE AND WELL CONNECTED
KEY MOVES AND SPATIAL OPPORTUNITIES

WALKABLE AND WELL CONNECTED
PLACE AND ECONOMIC DIRECTIONS

INFRASTRUCTURE INVESTMENT THAT SUPPORTS THE PLACE VISION

DESIRED OUTCOMES

Mid-tier transit: Local public transport connectivity is facilitated through a world-class mid-tier transit system, which is seamlessly integrated with Perth's existing rail network.

Cross-harbour connections: Connections across the Inner Harbour facilitate social and economic relationships between new and old Fremantle.

Active transport: A world-class network of walking and cycling paths is established, making active transport a sustainable and compelling modal choice for people of all ages and abilities.

North Fremantle Station: North Fremantle Station is located further south to increase its walkable catchment and facilitate a seamless interchange with the future mid-tier transit system.

Distributed road network: North Quay's vehicular traffic is distributed across multiple corridors to strengthen the network's resilience and reduce pressure on key roads in and around the North Fremantle town centre.

Tydeman Road and Port Beach Road: Urban boulevard treatments are applied to key roads leading to/from North Quay, supporting lower speeds, pedestrian movement, and better land use outcomes.

Fremantle | Walyalup Station: Fremantle | Walyalup Station is upgraded to improve pedestrian connectivity to the Victoria Quay waterfront and facilitate a seamless interchange with the future mid-tier transit system.

Improved pedestrian connectivity: Additional underpasses/overpasses help improve cross corridor connectivity for the Perth-Fremantle | Walyalup passenger railway.

PROPOSED MID-TIER TRANSIT SYSTEM

- Consists of a 'h'-shaped network, with a singular crossing of the Inner Harbour co-located on the proposed James Street Bridge.
- Provides connectivity to both Fremantle | Walyalup and North Fremantle railway stations.
- Planning for the system will be 'mode-neutral' and will ensure turn-up-and-go service frequencies.
- Facilitates one-seat journeys between all precincts.
- The public transport network is expanded to service the transport needs of the Future of Fremantle area.

PROPOSED JAMES STREET BRIDGE

- Serves as a logical crossing point for the proposed mid-tier transit system.
- Creates an additional active transport connection across the harbour.
- Provides a third vehicular connection to North Quay, thereby reducing pressure on Tydeman Road, Port Beach Road and North Fremantle city centre.

RELOCATED NORTH FREMANTLE STATION

- Serves as a transit anchor to a world class Innovation District.
- Creates a more central/walkable catchment for North Fremantle's residents and workers.
- Facilitates a seamless interchange with mid-tier transit.
- Enables safer and more convenient pedestrian connections across the railway.
- Improves access to the existing North Fremantle city centre.

POTENTIAL MOVABLE BRIDGE

- Facilitates a direct/convenient active transport connection between Fremantle | Walyalup and North Quay/Rous Head.
- Allows for the continued operation of cruise ships and visiting naval vessels within the Inner Harbour.
- Creates an iconic harbour-side recreational loop, supporting economic and cultural activation on both sides of the harbour.

WALKABLE AND WELL CONNECTED
PLACE AND ECONOMIC DIRECTIONS

A PLACE THAT PRIORITISES THE MOVEMENT OF PEOPLE INSTEAD OF CARS

DESIRED OUTCOMES

Walkable catchments: Mid-tier transit stations are spaced to enable all residents and workers to be within a five minute walk of their nearest public transport service.

Cycling and micromobility: A dense network of fully protected / segregated cycling routes are provided, and all developments incorporate safe and convenient parking for bikes and other micromobility devices.

Streets for people: Local streets apply self-explaining design principles to clearly signpost that 'cars are guests'.

Car-free zones: Car-free streets/laneways are established in the urban cores of each neighbourhood and around key public transport nodes.

Intersection design: Innovative intersection designs are adopted to afford higher levels of safety and priority to vulnerable road users.

Policies to reduce car dependence: Progressive policy and/or legislation (similar to that used in central Perth) is applied to reduce the proliferation of private parking.

Mobility hubs: The de-coupling of parking from private developments and use of car-sharing schemes help limit the number of privately owned vehicles throughout the redevelopment area.

Behaviour change measures: Travel-demand management policies are implemented to promote public and active transport while simultaneously disincentivising car use.

A PLACE THAT UTILISES AND RECONNECTS TO THE WATERWAYS

DESIRED OUTCOMES

Waterfront access: Pedestrian access is maintained along all public waterfronts through use of context-sensitive design responses, including promenades and boardwalks.

Victoria Quay waterfront: Connectivity between Victoria Quay and the existing Fremantle city centre is improved through the provision of additional pedestrian links.

Rottnest Island | Wadjemup ferries: Ferries will continue to depart from the Inner Harbour, ensuring Fremantle | Walyalup's close relationship with Rottnest Island | Wadjemup is maintained.

River hoppers: Consideration is given to short-distance ferry services to improve connectivity between various waterfront nodes around the Inner Harbour.

Commuter ferries: Consideration is given to the viability of additional long-distance ferry routes serving key destinations around the Swan/Canning River system or locations beyond the rivermouth including Rous Head and the Fremantle | Walyalup Fishing Boat Harbour.

Recreational boating: Short stay pens are provided at key waterfront nodes, offering new experiences for Perth's boating community.

Cruise ships: Cruise ships remain in the Inner Harbour, with a world-class terminal, improved pedestrian connections and public transport infrastructure forming a multi-modal transit hub to support seamless local and regional movements.

05 PRECINCT RESPONSE

Given the significant scale of the site, six unique precincts have been identified as logical organising elements to bring the vision to life.

The following chapter outlines how each precinct responds to the vision, defining their potential future role and the economic, place and infrastructure assets that may support the renewed function.

Visualisations are for illustration purposes only.

PRECINCT RESPONSE
PLACE AND ECONOMIC ROLE

To contribute to the long-term vision and reposition Fremantle | Walyalup as a global waterfront city, with the capacity to accommodate 45,000 jobs and 55,000 residents, a clear place and economic role has been assigned to each of the Future of Fremantle's six precincts.

The anticipated role and function of each precinct is based on a range of factors including existing attributes and infrastructure, potential supply of available floorspace, alignment of activities to place character, and connectivity to strategic assets.

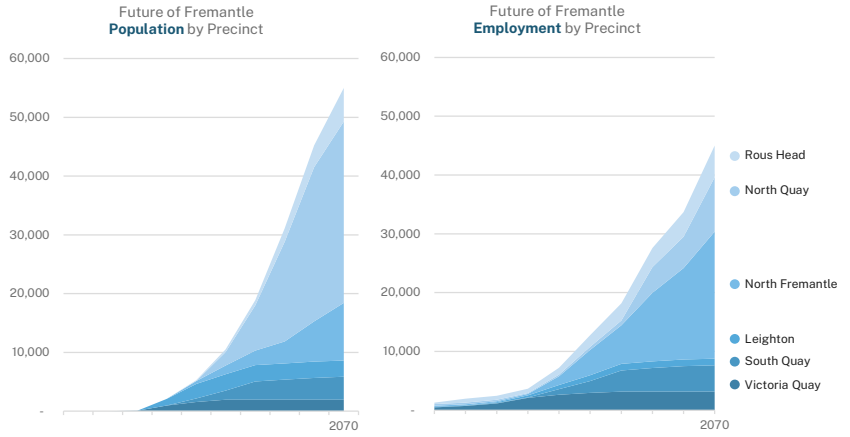
To further define the precincts' potential contributions to accommodating future jobs and residents, the following key steps were undertaken:

- **Benchmarking** of total number of jobs and residents across the entire Future of Fremantle area based on future role within metropolitan structure and global best practice sustainability indicators (including minimum density targets to support local living, and balanced job to resident ratio to support employment self-containment potential).
- **Assignment** of job and density distribution and targets by precinct based on precinct design, place considerations and capacity for floorspace.
- **Alignment** of jobs, residents and industry sectors to aspirational benchmark precincts nationally with similar place qualities and attributes.
- **Refinement** of floorspace capacity through iterative community visioning, industry engagement and concept testing.

Ultimately, this has led to an overarching vision and role for each precinct that is based upon future potential capacity at full build-out and beyond, aligned to the aspiration and long-term vision for the Future of Fremantle.

With deliberately flexible boundaries, the precincts help to collectively position Fremantle | Walyalup as a global waterfront city.

	Job / Resident Split	Share of total jobs	Share of total residents
Victoria Quay	60 / 40	7%	4%
South Quay	55 / 45	10%	7%
Leighton	30 / 70	2.5%	5%
North Fremantle	70 / 30	48%	18%
North Quay	23 / 77	20.5%	56%
Rous Head	50 / 50	12%	10%



PRECINCT RESPONSE
PLACE AND ECONOMIC ROLE

VICTORIA QUAY

3,200 TOTAL JOBS

2,200 TOTAL RESIDENTS

297,000 INDICATIVE FLOORSPACE CAPACITY (SQM GBA)

9,800 RESIDENTS /SQKM

14,000 JOBS/SQKM

In showcasing culture, heritage and creativity, Victoria Quay will become Australia's iconic western gateway – a world class tourism and arts precinct and a globally recognised must-visit destination.

Creative industries and tourism powerhouse

- Creative spaces (commercial and new starters)
- Test bed for strategic industries and innovation
- Iconic tourism infrastructure including world-class cruise terminal.

Celebrate arts, culture and heritage

- Enriched arts, culture and heritage experiences
- Symbolic welcome statement and cultural storytelling (Aboriginal and post-colonial history)
- Public access and new life for heritage buildings.

Reconnect Fremantle | Walyalup with the harbour

- Destination public space and improved linkages to reconnect Fremantle | Walyalup to the waterfront.

Cultivate visitation

- Drive tourism visitation and support Fremantle | Walyalup city centre with new residents, students and workers.
- Rejuvenate and unlock investment (including short-stay and student accommodation).

A well-connected gateway

- Improved active transport connections across the disused freight corridor and reduced at-grade car parking
- Moveable bridge for active transport connection to Rous Head
- Realignment and upgrade of Peter Hughes Drive.

SOUTH QUAY

4,500 TOTAL JOBS

3,900 TOTAL RESIDENTS

390,000 INDICATIVE FLOORSPACE CAPACITY (SQM GBA)

17,500 RESIDENTS /SQKM

20,500 JOBS/SQKM

As Fremantle | Walyalup's revived northern gateway, South Quay will be transformed into a modern waterfront destination. Its accommodation and office facilities will redefine harbour and riverside living and working in Perth.

Destination tourism
- National conference and events facility
- High-end tourism retail centre
- A-grade office and short-stay.

Cantonment Hill | Dwerda Weelardinup vista
- Revived northern gateway to Fremantle | Walyalup
- Heritage sensitive design response
- Major events and programming.

Recreating a harbour front city
- North facing riverfront parkland
- Iconic harbourside promenade.

Harbourside living
- Recreational access to the harbour (active and passive)
- Diverse apartments, including affordable options.

Regional and cross-harbour connections
- Strengthened links to North Fremantle and the Fremantle | Walyalup city centre
- James Street Bridge and mid-tier transit
- Pedestrian harbourside connections.

LEIGHTON

1,100 TOTAL JOBS

2,800 TOTAL RESIDENTS

200,000 INDICATIVE FLOORSPACE CAPACITY (SQM GBA)

20,400 RESIDENTS /SQKM

8,300 JOBS/SQKM

As an early adopter for the Future of Fremantle, Leighton will lead the way - prioritising housing diversity, innovative transport solutions and delivering high amenity and connected coastal neighbourhoods.

High functioning neighbourhoods
- High-amenity neighbourhood centres
- Activated main street (beach to rail)
- Adaptable buildings for future commercial uses on southern boundary.

Coastal lifestyle
- Regional beachfront destination including high-quality surf life saving facility and complementary uses (e.g. café)
- Interpretative coastal walks and native landscaping.

Ocean front protection
- Coastal erosion protection at Port Beach
- Public parkland and natural vegetation within the coastal reserve.

Integrated neighbourhoods
- Exemplary residential developments
- Early adopter best practice community infrastructure, including co-located facilities
- Medium to high density, diverse housing typologies.

Regional connections
- Realignment and boulevard treatment of Port Beach Road
- Low speed and pedestrianised coastal street
- Curtin Link and active transport connections
- Early adopter of initiatives to reduce car dependency.

NORTH FREMANTLE

21,600 TOTAL JOBS

9,900 TOTAL RESIDENTS

1,377,000 INDICATIVE FLOORSPACE CAPACITY (SQM GBA)

18,400 RESIDENTS /SQKM

40,200 JOBS/SQKM

North Fremantle will become a bustling city hub, anchored by an innovation district of national significance. With deep links to the Western Trade Coast, it will help to reposition Fremantle | Walyalup as a strategic city of the south and a key player in the Indian Ocean Rim.

Knowledge sharing neighbourhoods
- Innovation District anchored by research and development institutions
- Head office / global anchor tenants
- Next generation creative technologies.

Leading the narrative (Aboriginal Culture)
- Landmark cultural riverfront destinations
- Iconic vista from Cantonment Hill | Dwerda Weelardinup
- Potential Aboriginal-led landmark facility.

Green spaces and river front restoration
- Seamless connections to high amenity coastal locations
- Riverfront green connections and restoration of river edge
- Boat mooring access.

Bustling riverfront city hub
- Full spectrum of housing including social, affordable and key worker housing
- Outdoor spaces that facilitate social interaction
- Social enterprise and community services.

Regional transit hub
- Regional transit hub anchored by a relocated North Fremantle | Walyalup train station and two mid-tier transit connections
- Boulevard treatment of Tydeman Road
- Improved pedestrian connections and public realm upgrades to North Fremantle town centre.

NORTH QUAY

9,200 TOTAL JOBS

30,800 TOTAL RESIDENTS

2,078,000 INDICATIVE FLOORSPACE CAPACITY (SQM GBA)

34,000 RESIDENTS /SQKM

10,200 JOBS/SQKM

Boasting magnificent green open spaces, waterfronts and car-free living, North Quay will set a new benchmark for healthy, sustainable lifestyles in Western Australia.

Servicing population growth
- Everyday economy - schools, health services and retail employment
- Coastal destination (north facing beach, ocean pool and dive trails)
- Short-stay accommodation overlooking the river and sea.

Fremantle | Walyalup harbour art and cultural tourism precinct
- Early incubation of creative uses
- Iconic harbourside loop with facilities mirroring Victoria Quay (i.e. cultural, performing arts or modern art facility)
- Riverfront marinas.

Green living
- Precinct scale sustainability infrastructure (for example, smart grid, battery storage and renewable energy sources)
- Green buildings with best practice energy efficiency
- Sustainable start-ups and circular economy.

Healthy lifestyles
- High density living overlooking expansive green corridors and waterfront views
- Centrally located schools collocated with community infrastructure
- High-quality design and iconic skyline.

Sustainable transport exemplar
- Turn up and go mid-tier transit services to allow car free lifestyles
- Distributed street networks allowing for car-free streets
- Harbour walking, cycling and cultural trails.

ROUS HEAD

5,400 TOTAL JOBS

5,500 TOTAL RESIDENTS

644,000 INDICATIVE FLOORSPACE CAPACITY (SQM GBA)

14,100 RESIDENTS /SQKM

13,800 JOBS/SQKM

With a mix of prime headland views and iconic crossings, an oceanside marina and eclectic fabrication and maker spaces, Rous Head will reflect the essence of the Fremantle | Walyalup port's industrious past.

Blue and green technology hub
- Blue economy 'skills-of-the-future' training centre
- High-value marine and ocean industries (innovation infrastructure and common-user facilities)
- Oceanside marina catering to Rottnest Island | Wadjemup ferries and superyachts.

Harbour activity
- Working harbourside with creative destination uses
- Adaptive re-use of sheds for creative fabrication and industrial maker spaces
- A connector between anchor attractions (i.e Djoondle crossing, Aboriginal landmark facility, architectural icons, and repurposed port infrastructure).

Sustainable green and clean technology
- Commercial and research hub for green technology aligned industries
- Test bed and transitionary land uses associated with sustainable industries (i.e. aquaculture ponds).

Exclusive harbourside living
- Innovative live-work residential typologies (including student accommodation and build-to-rent)
- High-amenity, high-value riverside living
- Fit-for-purpose enterprise lots with larger format working spaces.

Strengthening links with Fremantle | Walyalup city centre
- Early investment in ferry harbour crossing
- Iconic moveable bridge
- Harbourside and marina walks.

06 TOWARDS THE VISION

Realising the vision for Fremantle | Walyalup's evolution will require a sustained effort to align decisions from a wide range of public, private and community stakeholders.

The following chapter outlines key delivery considerations and principles, as well as potential phasing considerations aligned to economic development priorities and enabling infrastructure.

Visualisations are for illustration purposes only.

TOWARDS THE VISION
POTENTIAL PHASING

The scale of the Future of Fremantle undertaking will see development delivered in stages over several decades. In general terms, this is likely to proceed on two fronts: one moving northwards along Victoria Quay, from the Victoria Quay Precinct through to the South Quay Precinct, and a second moving south from the Leighton Precinct into the North Fremantle, North Quay and Rous Head Precincts.

The adjacent plans show an indicative sequencing scenario for the long-term realisation of the Vision demonstrating a frontal roll-out for development accompanied by a well-considered program for the provision of enabling transport and amenity infrastructure.

A range of considerations will inform the ultimate sequencing of development and staging timeframes including: decisions of Government and other investors for the funding of enabling infrastructure; property cycles and market conditions; and Government decisions for the relocation of containerised and non-containerised trades.

It is anticipated that phasing will be guided by the following delivery principles:

Delivery Principles

1. Frontal development to leverage existing centres and infrastructure to ensure early job-focused outcomes, as the essential driver for successive phases
2. Value creation though new infrastructure and facilities to attract international investment
3. Jobs and population delivery to support the self containment objectives and sustainable delivery of infrastructure
4. Location, scale and type of development outcomes to ensure sustained economic health of surrounding communities

INCEPTION

POPULATION
3,000

JOBS
5,000

GROWTH

POPULATION
24,000

JOBS
23,000

MATURITY

POPULATION
55,000

JOBS
45,000

TOWARDS THE VISION

The Future of Fremantle has established a bold vision that would see redevelopment of the Inner Harbour play an integral role in Fremantle | Walyalup's evolution from a working port city to a modern waterfront city.

Executing the vision over a time horizon that is likely to span several decades will require coordinated efforts and genuine alignment between all levels government, industry and the community. Its implementation will require a high degree of flexibility to adapt to an ever-changing landscape and to the many new challenges and opportunities that this will present for realisation of the vision. This includes having the ability to respond to interrelated and dependent projects, including major state infrastructure projects such as Westport and wider regional transport planning.

The vision elements plan – a spatial representation of the vision – is deliberately high-level to provide flexibility for future decisions, while identifying key infrastructure moves and areas for further investigation. It creates a framework for more detailed planning to unlock the opportunities presented by the vision. It also preserves optionality so that future decisions concerning staging and infrastructure delivery can be made at the appropriate time and in response to the relevant circumstances, including programming of trade relocation and market conditions.

GUIDING DELIVERY

Benchmark projects from around the world of comparable size and complexity point to several implementation principles that consistently support successful project delivery outcomes. These principles will guide Future of Fremantle, they include:

Participation and engagement	Open channels of engagement and effective collaboration between government, community, industry and the not-for-profit sector.
Vision stewardship	A dedicated role that ensures all project-related decisions and activities align with realisation of the vision and goals (this could be an entity, individual or collection of individuals).
Performance measures	Aspirational and realistic agreed performance targets aligned to the vision and goals to facilitate regular review and accountability for project outcomes.
Supporting policy framework	Policy and legislative frameworks to facilitate realisation of the vision (for example, policy to incentivise the uptake of sustainable transport).
Investment attraction	Short, medium and long-term financial plans and business cases for funding catalytic infrastructure and capabilities to attract investment and foster growth across industries (this may include strategies for Government to co-invest and de-risk strategic projects).
Resourcing	Depth of experience and exceptional leadership, project partners and a skilled workforce to execute delivery of the vision.

NEXT STEPS

Timeframes for implementation of the Future of Fremantle Vision will in part be guided by the timing for the relocation of trades from the inner-harbour as this will determine when land and waterways become available for repurposing and redevelopment. The period leading up to the relocation of trades creates a valuable window for a range of work to be undertaken in preparation for the future redevelopment.

This presents an opportunity for Fremantle to build on current momentum to further advance its identity as a competitive international destination for tourism, education and place to live, and as a preferred location for new enterprise networks and investment. When the Future of Fremantle redevelopment gets underway it will be well placed to further contribute to the economic, social, cultural and environmental capital that defines Fremantle.

Plans are already in place to revitalise the Victoria Quay waterfront, improve its connections with Fremantle, and realise its potential as a key cultural, tourism and hospitality, entertainment and education precinct. The WA Government has invested in the precinct's revitalisation, focusing efforts to improve pedestrian connections, enhance public spaces, and activate the portside heritage buildings with new cultural, commercial and community uses. This early activation of Victoria Quay will provide space to incubate new businesses, reconnect Fremantle to its harbour waterfront, and catalyse future redevelopment.

The result of this activation will be a reinvigorated Victoria Quay waterfront and bolstered local economy on the back of this unique character precinct. A next step will be progressing more detailed precinct planning across Victoria Quay to identify and facilitate further activation and development opportunities.

Additional studies, investigations and more detailed planning will also unfold across other precincts to inform future investment decisions in support of realising the Future of Fremantle Vision. This will provide many future opportunities for the community and stakeholders to participate in the planning and delivery of the Vision for this once-in-a-generation opportunity.

Visualisations are for illustration purposes only.

IMAGE REFERENCES

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Walking group at Aboriginal Cultural Tour. Credit: Department of Planning, Lands and Heritage

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1. Group photo at Aboriginal Cultural Tour. Credit: Department of Planning, Lands and Heritage
2. Students attending the Shaping Future Lifestyles focus group. Credit: Department of Planning, Lands and Heritage
3. Walking group at Aboriginal Cultural Tour. Credit: Department of Planning, Lands and Heritage
4. Presenter speaking at the Shaping Future Lifestyles focus group. Credit: Department of Planning, Lands and Heritage
5. Activity session at Aboriginal Elders Workshop. Credit: Department of Planning, Lands and Heritage
6. Students attending the Shaping Future Lifestyles focus group. Credit: Department of Planning, Lands and Heritage

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Indicative map of Cockburn Sound | Derbal Nara in relation to Fremantle | Walyalup Inner Harbour. Credit: Westport

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Future of Fremantle site looking towards Perth City. Credit: Joel Barbitta, D-Max Photography

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Mapping Boodjar, Walyalup Fremantle. Credit: Noongar Boodjar Language Cultural Aboriginal Corporation, 2022

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1. Attendees at Future of Fremantle Visioning Day. Credit: Department of Planning, Lands and Heritage
2. Walking group at Aboriginal Cultural Tour. Credit: Department of Planning, Lands and Heritage
3. Students attending the Shaping Future Lifestyles focus group. Credit: Department of Planning, Lands and Heritage
4. Attendees at Future of Fremantle Open Day. Credit: Department of Planning, Lands and Heritage
5. Attendees at Future of Fremantle Visioning Day. Credit: Department of Planning, Lands and Heritage
6. Activity session at Aboriginal Elders Workshop. Credit: Department of Planning, Lands and Heritage
7. Attendees at Future of Fremantle Visioning Day. Credit: Department of Planning, Lands and Heritage
8. Student writing on activity sheet at the Shaping Future Lifestyles focus group. Credit: Department of Planning, Lands and Heritage

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1. Aerial photo of The Containbow . Credit: City of Fremantle
2. Fremantle | Walyalup waterfront. Credit: Getty Images
3. Cranes at Fremantle Port. Credit: freoview.wordpress.com
4. High Voltage performing at Fremantle Oval. Credit: Cam Campbell
5. Boats at Fremantle Port. Credit: Fremantle Port
6. Fremantle | Walyalup High Street in the 1940s. Credit: City of Fremantle's Local history photographic collection

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Walking group at Aboriginal Cultural Tour. Credit: Department of Planning, Lands and Heritage

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1. Mulini Beach. Credit: 3LHD
2. Port Adelaide Renewal: Hart's Mill Surrounds by Aspect Studios. Credit: Don Brice
3. Lot Fourteen District Overview Aerial. Credit: freoview.wordpress.com

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1. Marco-Polo-Terrassen. Credit: Thomas Hampel
2. Caribbean Park Stage 2, Commercial Offices by Peter Ryan Architects. Credit: Alex Reinders
3. Hawaii Ocean Science and Technology Park. Credit: Andrew Richard Hara

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1. Event photo from Wardarnji 2021. Credit: Fremantle Arts Centre
2. Event photo from Wardarnji 2021. Credit: Fremantle Arts Centre
3. The Wind Tree by artist Michio Ihara. Credit: Auckland Council

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1. Ribeira, Porto. Credit: RossHelen / Getty Images
2. Felons Brewing Co, Howard Smith Wharves. Credit: Jesse Lindemann, Tourism and Events Queensland
3. Floating Farm, Rotterdam. Credit: Iris van den Broek @eyerisshots

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1. Hunter's Point, South Park. Credit: Albert Vecerka/ courtesy of Balsley/SWA and Weiss Manfredi
2. Mulini Beach. Credit: 3LHD
3. Port Adelaide Renewal: Hart's Mill Surrounds by Aspect Studios. Credit: Don Brice

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Waterfront Nordhavn, Copenhagen. Credit: Rasmus Hjortshøj Coast

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1. Mobile vending at Spirit of Tasmania Street Fair 2017. Credit: Devonport Council
2. The restored Mariahilferstrasse, the central axis of Vienna's MaHü district. Credit: Christian Fürthner
3. Glenelg Waterfront. Credit: Peter Ciemitis

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Artscape Daniels Launchpad. Credit: Bob Gundu

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Portland Mall Revitalization. Credit: ZGF Architects LLP

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1. Family riding bikes. Credit: Bengt Stiller
2. Busy shopping street in Dordrecht. Credit: Dreamstime

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1. Cruise ships at Fremantle Port. Credit: Fremantle Port
2. Nightingale Housing. Credit: Tom Ross
3. Art in the Harbour. Credit: Duncan Wright
4. Elizabeth Street, Waterloo NSW. Credit: Real Commercial
5. London's Southbank Centre. Credit: Wikipedia

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1. Waterfront in Helsinki, Finland. Credit: www.pps.org
2. Green spine near Moorabool Streets. Credit: www.landscapearchitectureprojects.com
3. Chicago Riverfront. Credit: Christian Phillips
4. Dockside regeneration, Nordhavn Copenhagen. Credit: Frazer McNaughton (@FrazerMCN on X)
5. Barangaroo South, ASPECT Studios. Credit: Florian Groehn, Simon Wood, Simon London

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1. Beach volleyball at City Beach, Perth. Credit: www.metrotrekker.com
2. Glenelg Waterfront. Credit: Peter Ciemitis
3. Dee Why Square. Credit: Arcadia
4. The eco district of Bonne. Credit: www.grenoble-tourisme.com
5. Nature's Playground, Adelaide Zoo. Credit: Phillips / Pilkington Architects

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1. De Krook Public Library in Ghent. Credit: Karin Borghouts/ Stad Gent
2. Helping Heroes on the Lawn. Credit: cdn.concreteplayground.com
3. Sayer Street at Elephant Park. Credit: Lendlease
4. Marco-Polo-Terrassen. Credit: Thomas Hampel
5. Escala NewQuay. Credit: Sydney Morning Herald

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1. Harbour Ring, Copenhagen. Credit: Lotte at smutvej.com
2. Bosco Verticale, Milan / Boeri Studio. Credit: Kirsten Bucher
3. Hammarby, Sweden. Credit: Design for Health
4. Kensington Street & Spice Alley. Credit: David Li Photography
5. An artist's impression of The Waterfront, Shell Cove.

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1. Tokoha University Kusanagi Campus by Takenaka Corporation. Credit: STGK Inc
2. Vast warehouse at San Francisco's Pier 70 becomes Gusto headquarters, Gensler. Credit: Rafael Gamo
3. Oxford & Peel Apartments by Jackson Clements Burrows Architects. Credit: Peter Clarke
4. Installation view of 'Water Cities Rotterdam' at the Nieuwe Instituut. Credit: Ruben Dario Kleimeer
5. 275 Kent St by ASPECT Studios. Credit: Florian Groehn

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Future of Fremantle site looking towards ocean. Credit: Joel Barbitta, D-Max Photography

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GOVERNMENT OF WESTERN AUSTRALIA

Western Australian Planning Commission

Future of Fremantle

Minutes

Culturally Vibrant City (Noise) Working Group Meeting

Wednesday 9 July 2025 4.00pm

L2 Wetj Meeting Room

fremantle.wa.gov.au

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

Official opening, welcome and acknowledgement

Ngala kaaditj Whadjuk moort keyen kaadak nidja Walyalup boodja wer djinang Whadjuk kaaditjin wer nyiting boola yeye.

We acknowledge the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

Russell Kingdom opened the meeting at 4.00PM.

Attendance and apologies

Attendees:

Working Group Members	
Ms Hannah Fitzhardinge	Mayor
Cr Ben Lawver	East Ward
Cr Andrew Sullivan	Coastal Ward
City Officers	
Mr Glen Dougall	Chief Executive Officer
Mr Russell Kingdom	(Chair) Director Planning, Place and Urban Development
Mr Mark Donnelly	Manager Field Services
Mr David Settelmaier	Manager Strategic Communications and Stakeholder Relations
Ms Chloe Johnston	Manager Development Approvals
Mr Nathan Blumenthal	Team Leader – Strategic Planning & City Design
Mr Erik Dybdahl	Principle Statutory Planner
Mr Kenan Bender	Senior Environmental Health Officer
Ms Maddie Knorr	Executive Support Officer

Apologies:

Mr Patrick Ford	Manager Strategic Planning and City Design

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

Agenda Items

Item	Subject	Presenter
1	Terms of Reference: Agree on the Terms of Reference and consider any amendments. Agree on the meeting schedule.	Glen Dougall
2	Planning Framework: Discuss the planning framework, policies and operational practices including current enforcement to identify: - What issues need to be resolved in relation to noise generated by cultural activities and who is impacted. - Potential strategies/actions required to mitigate these issues.	Nathan Blumenthal
3	Engagement: Identify stakeholder groups for engagement workshops and arrange meeting time options.	All

Previous Action Items

Nil.

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

Presentations

1. TERMS OF REFERENCE

Presenter: Glen Dougall
Attachments: 1. Terms of Reference

SUMMARY

Agree on the Terms of Reference and the meeting schedule.

OUTCOME AND ACTION ITEMS

The Working Group recommended minor changes to the Terms of Reference, including:

- Ensuring planning and regulatory framework is included in the document.
- Include terminology that involves new developments and land use/intensification of use.
- Prioritise engagement workshops over advocacy, during initial stage of work.

The Working Group approved the Terms of Reference Timeline, with the recommendation to include points to consider for the future.

The Working Group to provide any further feedback or commentary on the Terms of Reference by the end of the week.

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

2. PLANNING FRAMEWORK

Presenter: Nathan Blumenthal
Attachments: 1. Noise in the City Centre Presentation

SUMMARY

History and overview of current state of noise regulation in built-up areas within the planning framework.

OUTCOME AND ACTION ITEMS

Nathan Blumenthal presented the 'Noise in the City Centre presentation' and spoke to the City of Fremantle Principles.

Cr Sullivan requested further information on how current noise regulations use decibels A-weighted (dBA) as an assessment tool and asked Officers to provide information on how Local Governments in Eastern States interconnect the Planning and Environmental Health Act, to allow Local Governments to set the standards in Planning guidelines.
Officer Responsible: Kenan Bender.

The Working Group discussed how to define and identify the 'change-agent' from a Planning approval process. The Working Group recommended an assessment criteria be established to ensure the change agent can be clearly identified and that the change-agent meets the standard of accountability.
Officer Responsible: Russell Kingdom

The Mayor queried how to manage accumulative noise impacts from multiple operators. Officers suggested focusing on an impact area and set a clear guideline going forward. The Working Group proposed the concept of contour mapping to manage the cumulative impact of noise in a specific area of the City, and to utilise the expertise of acoustic consultants or mediators to assist in the management of noise reports. Officers to investigate further and provide an update to the Working Group.
Officer Responsible: Russell Kingdom

The Working Group to provide any further feedback or commentary on the City of Fremantle Principles by end of the week.

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

3. ENGAGEMENT

Presenter:	All
Attachments:	1. Nil

SUMMARY

Identify stakeholder groups for engagement workshops and arrange meeting time options.

OUTCOME AND ACTION ITEMS:

The Working Group agreed that multiple stakeholder round-table sessions were to be established within the next 3 weeks, maxed at 6-8 attendees per session.

Recommended stakeholders to be included in the workshops include:
- Western Australian Music (WAM)
- Dominic Snellgrove, Cameron Chisholm Nicol (CCN)
- Bradley Woods, Australian Hotels Association (AHA)
- Local Fremantle venues (such as Freo Social, Mojo's, Clancy's, etc.)
- A noise consultant expert
- A strata management association
- Alan Kelsall, Heritage Council Member

Cr Sullivan recommended Officers provide information to the Working Group on the process of Planning and Compliance requirements, which will assist the Working Group for advocacy purposes.
Officer Responsible: Russell Kingdom

Next Meeting

Wednesday 23 July 2025, 4.00pm

Closure

Russell Kingdom closed at the meeting at 5:08PM.

Minutes

Culturally Vibrant City (Noise) Working Group Meeting

Wednesday 23 July 2025, 4.00pm

L2, Wetj Meeting Room

fremantle.wa.gov.au

City of Fremantle
Culturally Vibrant City (Noise) Working Group Meeting - Minutes

Official opening, welcome and acknowledgement

Ngala kaaditj Whadjuk moort keyen kaadak nidja Walyalup boodja wer djinang Whadjuk kaaditjin wer nyiting boola yeye.

We acknowledge the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

Russell Kingdom opened the meeting at 4.03PM.

Attendance and apologies

Attendees:

Working Group Members	
Ms Hannah Fitzhardinge	Mayor
Cr Ben Lawver	East Ward
Cr Andrew Sullivan	Coastal Ward
City Officers	
Mr Glen Dougall	Chief Executive Officer
Mr Russell Kingdom	Director Planning, Place and Urban Development
Mr Patrick Ford	Manager Strategic Planning and City Design
Mr Mark Donnelly	Manager Field Services
Mr David Settelmaier	Manager Strategic Communications and Stakeholder Relations
Mr Chloe Johnston	Manager Development Approvals
Mr Nathan Blumenthal	Team Leader – Strategic Planning & City Design
Mr Kenan Bender	Senior Environmental Health Officer
Mr Erik Dybdahl	Principle Statutory Planner
Mr Matthew Cantrell	Senior Compliance Officer
Ms Maddie Knorr	Executive Support Officer
External: Rebecca Ireland	Acoustic Consultant

Apologies:

Nil

City of Fremantle
Culturally Vibrant City (Noise) Working Group Meeting - Minutes

Agenda Items

Item	Subject	Presenter
1	Sound/Noise Regs Update on Noise Regs; process regarding how the City operates; and response to previous questions.	Mark Donnelly & Kenan Bender
2	Planning Framework Response to previous questions	Nathan Blumenthal
3	Freo Social Case Study	Russell Kingdom & Mark Donnelly
4	Attenuation Identify potential attenuation options for Residential properties and venues	All

Previous Action Items

1. Officers to provide information on current noise regulation using decibels A-weighted (dBA) as an assessment tool and advise how Local Governments in Eastern States interconnect the Planning and Environmental Health Act

2. Officers to advise whether an assessment criteria can be established to define and identify the 'change-agent' in situations to ensure the standard of accountability is met.

3. Officers to provide an update on the proposed idea of contour mapping to manage cumulative noise impacts in a specific area of the City.

4. Officers to provide an update on the planning of the stakeholder round-table sessions.

5. Officers to provide information on the process of Planning and Compliance requirements to the Working Group.

City of Fremantle
Culturally Vibrant City (Noise) Working Group Meeting - Minutes

Presentations

1. SOUND/NOISE REGS

Presenter: Mark Donnelly & Kenan Bender
Attachments: 1. Nil

SUMMARY

Kenan Bender spoke to the current noise regulations, providing context to the legislation established in 1986 and 1997, and spoke to the existing cumulative noise regulations. A key takeaway of this information was to highlight that residents should not be able to hear a direct source of noise but instead hear background noise as an overview 'hum' of the city

Rebecca Ireland (acoustic consultant) spoke to existing noise compliance in Western Australia, noting that there are other considerations to measure music/noise involving LAeq or LCeq, which is recognised world-wide and better suited for measuring music.
Rebecca recommended that there is an industry need to have a better solution and not a 'one parameter fits all' regulation.

The Mayor queried whether there is an industry body looking into these suggested changes. Rebecca responded that examples of this were implemented at Brisbane City Council, Frank Henry Council, Sunshine Coast Council and Councils in Victoria. Northbridge have also conducted a study looking into this research.

OUTCOME AND ACTION ITEMS

1. Ambient Noise Mapping: General agreement that the City should look into creating digital acoustic mapping of the Fremantle City Centre, establishing the base noise level with the City to identify and have a determining say on the influencing factor/s.

2. Information: Officers to circulate the presentation shown during the meeting to Working Group Members. **ACTION: Russell Kingdom**

City of Fremantle
Culturally Vibrant City (Noise) Working Group Meeting - Minutes

2. PLANNING FRAMEWORK

Presenter: Nathan Blumenthal
Attachments: 1. Nil

SUMMARY

Nathan Blumenthal spoke to Eastern States, such as Queensland, Victoria and New South Wales, confirming that changes to state legislation allowed Local Governments to regulate as well as introduce special entertainment precincts where different criteria apply. Currently, this is not the case in WA.

Officers advised that the issue with the current assessment criteria for determining the trigger for 'agent of change' is that the current regulations measure noise from the receiver.

The Mayor queried how to identify the 'Agent of Change' and at what point in the process can this be determined. E.g. can a change of owner of a music venue be considered the agent of change?

In regard to the Planning and Compliance process, the Working Group suggested that more information and consultation can occur between the City and developers during the pre-planning stage, ensuring the building/property is fit for purpose from a compliance perspective.

OUTCOME AND ACTION ITEM

Cr Sullivan requested further information for advocacy purposes, including when and why the eastern state legislation change occurred. **ACTION: Mark Donnelly**

Rebecca Ireland/City Officers to provide an update on Victorian legislation regarding identifying the 'Agent of Change' in any given situation.
ACTION: Mark Donnelly

City of Fremantle
Culturally Vibrant City (Noise) Working Group Meeting - Minutes

3. FREO SOCIAL / ATTENUATION

Presenter:	Russell Kingdom & Mark Donnelly
Attachments:	1. Ecoacoustics – Document Review and Design Advice

SUMMARY

Rebecca Ireland spoke to her analysis measuring noise at Freo Social while staying at Warders Cottage. The findings highlighted there are deficient areas of the building where noise transmits and spills through, for example the eaves on the roof have a high level of transmitted noise which can be mitigated.

The proposed advice for Freo Social is to use Hush sound attenuation technology on the underside of the curved roof, would go a long way towards making an old building compliant. Freo Social also have the speakers on the hard-wood floor and the suggested solution to raise the speakers off the floor has still not been actioned.

From a general perspective, Cr Sullivan queried the rights of the complainant. Kenan responded that there are no SAT appeal provisions but there is the option to appeal to the Minister or the Ombudsman. The City needs clear protocols and procedures when dealing with a complainant (e.g. requesting a noise diary) and utilise Officer discretion in many instances. If necessary, the City can cease an investigation due to lack of cooperation.

OUTCOME AND ACTION ITEMS

Cr Sullivan recommended a guideline document for the City to educate architects, planners and residents on noise regulations/management and mitigation methods. Rebecca Ireland, or a similarly skilled acoustic consultant, could provide background material to City officers.

City of Fremantle
Culturally Vibrant City (Noise) Working Group Meeting - Minutes

4. OTHER MATTERS

The Working Group spoke to the format of the 'Fremantle: Music and Sleep workshop' scheduled for next week, and how best to facilitate discussion with external stakeholders. City Officers will be running the workshop with a clear Agenda and desired outcome.

Next Meeting

Fremantle: Noise & Workshop Meeting – Thursday 31 July, 1.00pm
Working Group Meeting - Wednesday 6 August 2025, 4.00pm

Closure

Russell Kingdom closed at the meeting 5:06 PM.

CITY OF
Fremantle
Discussion Summary
Fremantle: Music & Sleep Workshop
Thursday 31 July 2025, 1.00pm – 3.00pm
L1, Moodjar Reception Room
fremantle.wa.gov.au

City of Fremantle
Fremantle: Music & Sleep Workshop – Meeting Notes

Agenda Items

Item	Subject	Presenter	Time
1	Welcome & Acknowledgement	Glen Dougall	5 minutes
2	Mayor's Address	Hannah Fitzhardinge	5 minutes
3	Background and Context	Russell Kingdom	5 minutes
4	Workshop & Draft Principles discussion	Kavi Guppta	90 minutes
5	Questions & next steps	All	10 minutes

Attendance and apologies

Attendees:

Owen Whittle	CEO, Western Australian Music (WAM)
Joshua Paparo	Honky Tonk / Jungle Bird Bar
Amber	Honky Tonk
Logan	Honky Tonk
Rodney	Honky Tonk
Harry Kaye	Strata Community Association WA
Anna Farrant	Buffalo Club
Mike Andrew	Australian Hotels Association
Kevin Mills	Navy Club
Lauren Pentridge	Minister Simone McGurk's Office
Nic Capozzi	Property Owner / Developer
Patrick Prendiville	Warders Hotel
Peter Taylor	DWER
Jon Button	DWER
Alan Kesall	Heritage Council WA
Kyle Jeavons	Human-Urban
Tim Buckton	Warders, Emily Taylor and Garde Hotel
Dominic Snellgrove	Architect
Tom Fisher	Clancy's
Rebecca Ireland	Acoustic Consultant
Kerrin Simmonds	Strata Community

City of Fremantle
Fremantle: Music & Sleep Workshop – Meeting Notes

City of Fremantle:	
Ms Hannah Fitzhardinge	Mayor
Cr Ben Lawver	Elected Member
Cr Andrew Sullivan	Elected Member
Glen Dougall	Chief Executive Officer
Russell Kingdom	Director Planning, Place and Urban Development
Pete Stone	Director Creative Arts and Community
Mark Donnelly	Manager Field Services
Chloe Johnston	Manager Development Approvals
David Settelmaier	Manager Strategic Communications & Stakeholder Relations
Patrick Ford	Manager Strategic Planning and City Design
Nathan Blumenthal	Team Leader Strategic Planning & City Design
Kavi Guppta	Community Engagement Partner
Kenan Bender	Senior Environmental Health Officer
Matthew Cantrell	Senior Compliance Officer
Ofa Fotu	Creative Programs Lead
Maddie Knorr	Executive Support Officer

Apologies:

Ms Jo Bennett	Fini Group

City of Fremantle
Fremantle: Music & Sleep Workshop – Meeting Notes

Presentations

1. WORKSHOP & DRAFT PRINCIPLES DISCUSSION

Presenter:	Kavi Guppta
Time Required:	90 minutes
Attachments:	1. Noise Workshop Presentation

SUMMARY & DISCUSSION

Draft Principle #1: *"All parties have a responsibility to implement all reasonably practicable noise controls for noise emitted from their own venues to reflect the existing surrounding land use and background noise."*

Discussion Points:

- Request to establish a level playing field for everyone to work to. Highlight that issues come to light at development points, so checking of noise controls prior to occupation is key.
- Suggestion to have noise prohibitors to be put into the buildings, to eliminate the noise and prompt a warning when venues are over the limit. A note was mentioned that prohibitors don't account for 'human error' and this impacts businesses.
- Noted that from an acoustic assessor's perspective, they look at existing noise levels and determine whether this is a reasonable level of noise. Limits are then set on existing background noise levels.
- Background noise should be considered, and in many situations would benefit in creating a lively City.

Suggested Actions:

- Make it clear that all parties have responsibilities, not just the live music venues themselves.
- Emphasise mutual responsibility and highlight the role of Government in management of buildings and sound.
- Include terminology such as 'Utilising the most up to date technology available'.
- Change the word 'parties' to 'stakeholders'.
- Emphasise 'reasonable and practical noise controls', add 'noise controls for noise emitted or received'

City of Fremantle
Fremantle: Music & Sleep Workshop – Meeting Notes

Draft Principle #2: "*The change agent must recognise and appropriately respond to the environment into which they are entering or expanding.*"

Discussion Points:

- "Change agent" can include new owners buying into an apartment in the City and making them aware of what they're buying. This information could be addressed with proper disclosures in strata buy-laws.
- It's important that those who don't have the financial means to upgrade their area are still protected.

Suggested Actions:

- Put collective emphasis on all stakeholders, not just whoever is new to the environment. Principle #2 to be reflected with another principle to achieve mutual responsibility.
- This principle will benefit from better use of layman language.

Draft Principle #3: "*Acknowledgement that even adherence to the Noise Regulations and criteria set out in a consultant's acoustic report may not stop all noise affecting new noise-sensitive developments.*"

Discussion Points:

- Do premises have to do a noise reading which is assessed by council?
- Are the existing legislative requirements the right ones to remove the noise that is the annoyance?
- Vague language. Confusion about this Principle and it's intent.
- What is 'noise' and is our definition too broad to encompass all types of noise e.g. Transport, Port, ambient noise?

Suggested Actions:

- Officers to provide further clarification on this principle.

City of Fremantle
Fremantle: Music & Sleep Workshop – Meeting Notes

Draft Principle #4: "*Built form noise management criteria requirements in new noise-sensitive development should increase with the sensitivity of the area/room usage (ex: bedrooms should have more noise reduction compared to common areas).*"

Discussion Points:

- What defines 'common areas'? 'Bedroom' is too limiting and doesn't account for people redesigning areas of a house.
- Focus on the bedroom if adjustments can't be made to other living areas.
- The Principle ignores existing regulations.
- There are different noise limits between living spaces and secondary spaces/common areas in apartment buildings.
- Intersection between heritage and design - to what extent do design advisory committees look at a development and pick up on these issues?
- Design WA has specific clause 2.7 that focuses on acoustic levels in heritage buildings.

Suggested Actions:

- Acknowledgement that someone buying into a property are living in a certain entertainment precinct and noise control levels need to be adjusted.
- Request to use clarifying language for terminology such as 'New noise sensitive development'
- Potential for Design Review Panels to upskill themselves in acoustic separation and bring sensible consideration to specific locations.

City of Fremantle
Fremantle: Music & Sleep Workshop – Meeting Notes

Draft Principle #5: "*Public health, social, economic, environmental and cultural heritage factors should be considered in decision-making, with the objective of improving community wellbeing and the benefit to future generations.*"

Discussion Points:
- The principle lacks a statement around the importance of creative industries to Fremantle.
- Is something like this already incorporated into DA's? If already incorporated, do we require a separate principle?
- Fremantle is a City Centre and we don't use language such as 'entertainment precinct'. However, Fremantle is considered an entertainment precinct under Police district.
- Determine what is a desirable sound scape for Fremantle.
- We should be a 'multicultural' precinct. 'Vibrancy' doesn't necessarily mean noise. The primary objective is to have all age groups mixing in the community. Terminology to be re-evaluated.

Suggested Actions:
- Include a principle that reflects City's importance of creative industries.
- Utilise the existing wording in City's cultural and arts strategies.
- Include link to sound in this principle.
- Proposal to use 'live-music friendly City' instead of 'entertainment precinct'.
- Use 'Venue friendly' terminology.

Draft Principle #6: "*Practices and actions to prevent, control or abate noise should be cost effective and in proportion to the significance of the public health risks and consequences being addressed.*"

Discussion Points:
- Sound mitigation needs to be realistic and achievable in accordance with public health risks.
- Risk tolerance needs to be proportionate to situation.

Suggested Actions:
- Consideration of all venues, not just new residential building built next door to existing live music venue.
- Different interpretations of 'cost effective' – the terminology is too broad
- Make it clear about whose responsibility it is, and what it costs for one vs the other. E.g. difference in cost and mitigation options for a developer vs a community run club.

City of Fremantle
Fremantle: Music & Sleep Workshop – Meeting Notes

Draft Principle #7: "Decision-making should be guided by a careful evaluation to avoid, where practicable, harm to public health or cultural heritage; and an assessment of the risk-weighted consequences of the options."

Discussion Points:

- Confusion over the term 'cultural heritage'.
- Strong protection of heritage buildings that there's no room for City to become vibrant.
- Heritage buildings designed to be cooled and ventilated (windows). If all heritage buildings are to comply with Regulations, a lot of windows would need to be replaced.
- Clarity on the cost of mitigation measures and whose responsibility is it.

Suggested Actions:

- Suggestion to merge principles 5 and 7, incorporating Arts and live music venues in the principle.
- Clarify who is doing the 'decision making'? Make this clear in the principle.
- Officers to further unpack language and terminology.
- General request: rethink the naming of this work/group from Music & Sleep, as well as the association of noise to music.

2. QUESTIONS & NEXT STEPS/ACTIONS

Presenter:	All
Time Required:	20 minutes
Attachments:	1. Nil

SUMMARY

- Officers to provide Meeting Notes from the workshop and a link to the presentation to all attendees.
- Attendees can provide further feedback by contacting Community Engagement at **communityengagement@fremantle.wa.gov.au**

Minutes

Culturally Vibrant City (Noise) Working Group Meeting

Wednesday 6 August 2025, 4.00pm

L2, Wetj Meeting Room

fremantle.wa.gov.au

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

Official opening, welcome and acknowledgement

Ngala kaaditj Whadjuk moort keyen kaadak nidja Walyalup boodja wer djinang Whadjuk kaaditjin wer nyiting boola yeye.

We acknowledge the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

Russell Kingdom opened the meeting at 4:00pm.

Attendance and apologies

Attendees:

Working Group Members	
Cr Ben Lawver	East Ward
Cr Andrew Sullivan	Coastal Ward
City Officers	
Mr Glen Dougall	Chief Executive Officer
Mr Russell Kingdom	Director Planning, Place and Urban Development
Mr Mark Donnelly	Manager Field Services
Ms Emily Groves	A/Manager Strategic Communications and Stakeholder Relations
Mr Chloe Johnston	Manager Development Approvals
Mr Nathan Blumenthal	Team Leader – Strategic Planning & City Design
Mr Kenan Bender	Senior Environmental Health Officer
Ms Kayla Goodchild	Team Leader Business Support

Apologies:

Ms Hannah Fitzhardinge	Mayor
Mr Patrick Ford	Manager Strategic Planning and City Design
Mr Matthew Cantrell	Senior Compliance Officer
Mr Erik Dybdahl	Principal Statutory Planner

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

Agenda Items

Item	Subject	Presenter
1	Advocacy: • Identify key advocacy stakeholders • Define key priorities for advocacy • Develop advocacy plan for delivery	Glen Dougall / Russell Kingdom
2	Council Report / Timing	Russell Kingdom

Previous Action Items

1. Ambient Noise Mapping: General agreement that the City should look into creating digital acoustic mapping of the Fremantle City Centre, establishing the base noise level with the City to identify and have a determining say on the influencing factor/s.

2. Information: Officers to circulate the presentation shown during the meeting to Working Group Members.
   ACTION: Russell Kingdom

3. Cr Sullivan requested further information for advocacy purposes, including when and why the eastern state legislation change occurred.
   ACTION: Mark Donnelly

4. Rebecca Ireland/City Officers to provide an update on Victorian legislation regarding identifying the 'Agent of Change' in any given situation. ACTION: Mark Donnelly

5. Cr Sullivan recommended a guideline document for the City to educate architects, planners and residents on noise regulations/management and mitigation methods. Rebecca Ireland, or a similarly skilled acoustic consultant, could provide background material to City officers.

City of Fremantle
Culturally Vibrant City (Noise) Working Group - Minutes

Presentations

1. ADVOCACY

Presenter: Glen Dougall / Russell Kingdom
Attachments: 1. Draft Advocacy Plan

SUMMARY

The Working Group to discuss and agree on the key components to an advocacy plan:

- Key Aims of Advocacy Plan
- Define Key Priorities for advocacy
- Identify key advocacy stakeholders.

OUTCOMES AND ACTION ITEMS

The members of the working group regarding the draft advocacy plan and agreed to add the following points to the plan that have been marked in red below.

NOISE ADVOCACY PLAN (DRAFT)	
Themes / Objectives: 1. **Planning** – develop Planning Policy and provisions within the new Scheme to help regulate / mitigate potential conflicts between noise generating land uses and noise sensitive land uses. 2. **Health** – investigate changes to Noise Regs and/or their administration to enable the City to better judicate between noise generating land uses and noise sensitive land uses. 3. **Integrated Response –** achieve better alignment between planning and health legislation that responds to inner city noise issues. 4. **City Vision –** promote the City's vision as a mixed use, vibrant city centre whereby all stakeholders have a responsibility to be good neighbours when it comes to noise. 5. **Govt Subsidies and Grants -** both in heritage and in noise mitigation measures.	
Key Priorities	**Key Stakeholders**
1. Scheme and Policy development. • Adding controls around mitigation of noise for new builds in specific areas. • Design review panels to have noise mitigation raised early on in discussions. • Strengthening the planning provisions and guidance to developers for in and around an activity centre. • Explore the connection between Health	DPLH / Minister for Planning. Community.

regulations and the Planning Scheme to strengthen requirements around mitigation of noise in activity centres.	
2. Consider a review / amendment to Noise Regs to include an alternative compliance framework for inner city noise management. • Empowering Local Governments to create special entertainment precincts and allowing local governments to set requirements and criteria for development within them and making it consistent with the rest of Australia. • DWER supply guidelines within the amendment, and the Local Governments could work within the guidelines. •	DWER / Minister for the Environment
3. Promote the options whereby the Minister either: • grants exemption in certain circumstances (e.g., Freo Social); or • approves a Reg 19B without the LGA conducting public consultation or a recommendation from our CEO. • Reg 19B has a place for temporary approval not for use for permanent approval	DWER / Minister for the Environment
~~4. Explore an option whereby a Reg 19B is approved by the Minister~~	~~DWER / Minister for the Environment~~
5. Develop a communications plan to promote the benefits of mixed used inner city living….and the importance in everyone 'leaning in' to manage the tensions and potential conflicts around noise. • Explore what is being done in other Local Governments and potentially other countries regarding models around explaining and promoting these requirements	Internal
6. Explore options for Government to fund noise attenuation upgrades for historic and established venues. • Heritage grants to bring houses up to	Minister for Creative Industries and Heritage.

standard. • Developing a mediation process to help neighbours work through issues. • Government to recognize that noise, noise policies, and liquor licensing are often in pre-existing centres with heritage buildings.	

2. COUNCIL REPORT/TIMING

Presenter: Russell Kingdom

SUMMARY

A report will be considered by Council regarding the advocacy plan on Wednesday 21 August 2025.

Closure

Russell Kingdom closed at the meeting at 5:12PM.

Summary Report on **Culturally Vibrant City (Noise)** Working Group

18 August 2025

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1.0 Background

On 25th June 2025, the Council considered a Notice of Motion - C2506-20 ENSURING A CULTURALLY VIBRANT CITY - CR BEN LAWVER, and passed the following resolution:

1. ***Request the Chief Executive Officer to establish a CEO established Working Group to report back to Council with an initial report before September 2025 and provide more detailed recommendations for consideration before the end of this year including, but not limited to the following:***

    - ***Any changes required to ensure the planning framework, policies and operational practices acknowledge new developments in City Centres should be required to undertake appropriate measures to dampen external noise generated by cultural activities.***

    - ***That new residential and accommodation developments achieve a high level of sound mitigation through good design and acoustic performance.***

    - ***Any changes to the City's policies or planning scheme to ensure venues providing cultural benefits to our city have robust sound attenuation requirements to minimise external noise impacts.***

    - ***Opportunities to advocate State and/or Federal Governments for legislative reform and other outcomes that will allow our City to balance residential and tourism growth alongside vibrant cultural activities.***

    - ***Recommendations on the implementation of any of the above.***

    - ***Considerations on current and/or future enforcement best practices.***

2. ***Note that Working groups are able to engage with external stakeholders and seek their advice through a variety of means, including convening roundtable discussions.***

2.0 Terms of Reference (TOR)

The CEO issued the following ToR at the inaugural meeting of the Working Group on 9th July 2025:

Culturally Vibrant City (Noise) Working Group - Terms of Reference

Working groups work collaboratively with Council to develop a council strategy or plan, or to develop a specific project.

1. Purpose

1.1 The purpose of the Working Group is to provide recommendations for consideration before the end of 2025, including but not limited to the following:

- Any changes required to ensure the planning framework, policies and operational practices acknowledge new developments in City Centres should be required to undertake appropriate measures to dampen external noise generated by cultural activities.
- That new residential and accommodation developments achieve a high level of sound mitigation through good design and acoustic performance.
- Any changes to the City's policies or planning scheme to ensure noise generating venues providing cultural benefits to our city have robust sound attenuation requirements to minimise external noise impacts.
- Opportunities to advocate State and/or Federal Governments for legislative reform and other outcomes that will allow our City to balance residential and tourism growth alongside vibrant cultural activities.
- Recommendations on the implementation of any of the above.
- Considerations on current and/or future enforcement best practices.
- Engage with external stakeholders and seek their advice through a variety of means, including convening roundtable discussions.

2. Outcome

The reference group will meet to discuss the following key matters and provide recommendations to Council for consideration, in accordance with the following schedule:

Actions	Completion date
Terms of Reference	9 July 2025

• Agree ToR and consider any amendments • Agree meeting schedule <u>Planning Framework</u> Initial discussion on the planning framework, policies and operational practices, including current enforcement; to identify: • what issues need to be resolved in relation to noise generated by cultural activities and who is impacted • potential strategies/actions required to mitigate these issues. <u>Engagement</u> • Identify stakeholder groups for engagement workshops • Arrange meeting time options	
<u>Attenuation</u> Identify potential attenuation options for Residential properties and Venues.	23 July 2025
<u>Advocacy</u> • Identify key advocacy stakeholders • Define key priorities for advocacy • Develop advocacy plan for delivery	6 August 2025
<u>Initial Report</u> Provide an initial report to Council based on the outcomes of the above actions.	13/27 August 2025

3. Membership

3.1 Established by the CEO in accordance with the Council resolution dated 25 June 2025 and Internal Groups Policy adopted 28 March, 2018 (FPOL1803-8).

3.2 Members are appointed by the CEO on behalf of Council and include:
Elected Members:

- Mayor Hannah Fitzhardinge
- Cr Andrew Sullivan
- Cr Ben Lawver

City Officers:

- Chief Executive Officer
- Director Planning, Place and Urban Development (Chair)
- Manager Field Services

- Team Leader Strategic Planning
- Manager Strategic Communications and Stakeholder Relations

4. Role of the group

4.1 Receive advice and information from officers and other stakeholders to assist development of the content of the initial report.

4.2 Provide input to council through an initial report prior to September, 2025.

5. Presiding Member

5.1 The presiding member will be appointed by the Chief Executive Officer.

5.2 The presiding member facilitates the meeting.

6. Administration

6.1 City officers
- provide an agenda to the members before each meeting,
- keep concise notes and registers them in the City's record keeping system.
- send the notes to the working group members, executive staff and elected members.

7. Decision making

7.1 The reference group has no decision making authority.

7.2 A quorum of at least 50% of the group is required to submit recommendations to council.

8. Frequency of meetings

8.1 As per agreed schedule.

9. Term of membership

9.1 The term of the reference group will conclude with the commencement of caretaker provision under the *Local Government Act 1995*. (4 September 2025)

3.0 Meetings

The Working Group met on the following occasions:

- Wednesday 9th July 2025
- Wednesday 23rd July 2025
- Wednesday 6th August 2025

In addition to regular meetings, a Workshop was held on Thursday 31st July with external people invited to participate in discussing some Key Principles to managing noise in the City.

4.0 Findings

4.1 Useful Links

Consultation paper on proposed reforms to the Northbridge special entertainment precinct
Managing amplified noise in entertainment precincts

Planning for entertainment noise in the Northbridge area - public consultation paper
Planning for entertainment noise in the Northbridge area

4.2 Statement from Acoustic Consultant (Following Workshop).

Discussion Points / Comments from Noise Expert
Rebecca Ireland Managing Director, EcoAcoustics Pty Ltd
7 August 2025

The Special Entertainment Precinct has been on the minds of many local governments around the country, and is really starting to gain significant traction around the country.

Specific Eastern State Legislation:

Queensland: The Gold Standard
Special entertainment precincts (SEP) were introduced in Brisbane City in 2004, with the Amplified music venues local Law being passed in 2006. This was the first local government around the country to recognise that music venues play a very important role in the functionality of a vibrant city. The framework provides a balance allowing venues to operate while encouraging development.

This framework has been successfully emulated in Gold Coast City Council (Southport – 20/21) and Sunshine Coast (Nambour CBD – January 2020).

NSW
Enmore Road in Inner Sydney was the first SEP in NSW (adopted in December 2023), Following its success, the Inner West Council expanded its SEP coverage in July 2024, adding six precincts: Balmain, Dulwich Hill, Leichhardt, Marrickville (north and town centre), and Rozelle. Fairfield and Burwood Councils have approved SEPs and are working toward implementation by late 2025. Byron Bay is currently working on a similar SEP

Victoria

State wide approach to entertainment noise with the implementation of the Agent of Change Principle 2021 - however, St Kilda has been formally designated as a Live Music Precinct (2023).

South Australia
South Australia passed the Planning, Development and Infrastructure (Designated Live Music Venues and Protection of Crown and Anchor Hotel) Amendment Bill 2024, introducing:

- Designated live music zones in Adelaide's CBD
- Noise attenuation requirements for residential developments within ~60 m of live music venues
- Protections for iconic venues such as Crown & Anchor Hotel

ACT
In the Australian Capital Territory, the City Centre Entertainment Precinct (CCEP) was introduced in August 2024, aiming to support Canberra's live entertainment ecosystem through precinct-style management.

Tasmania
Hobart has trialled live music in Salamanca Place, expanding amplified music events after a successful 12-month pilot. Though not yet an official SEP, it's a pilot of similar intent and has opened discussions for broader precinct-style live music support in the city.

How Agent of Change works in Victoria:
This Legislation was introduced in 2021
Victori Planning Provisions Clause 13.05-1S Noise Abatement explicitly includes the Agent of Change Principle. It states that "the primary responsibility for noise attenuation rests with the agent of change"—whether that's:

- A new residential development near an existing venue, or
- A new or expanding venue near existing dwellings.

This works for the following scenarios:

- For an existing music venue where a new residential development is proposed nearby, the residential developer (ie: the agent of change) must implement acoustic attenuation measures to protect the residential premises from the noise associated with the venue.
- For a new music venue proposed near existing residential tenancies, the venue (agent of change) must limit the noise emissions from their site through building design, management and acoustic controls.

It is important to note that the Environmental Protection Regulations 2021 provide limits for noise emissions and require unreasonable noise to be managed. However, the agent of change principle sets out who is responsible for preventing conflict in the future through both design and mitigation – which means that if a venue undergoes an expansion they are required to attenuate their site to control noise, and if there is a problem in the future, then it is the responsibility of the venue to mitigate the noise further. If there is a residential premises constructed adjacent to an existing venue, the residence is required to be constructed to a high acoustic standard to ensure that the noise from the venue is not intrusive. Any acoustic issues in future would be on the residential owner to rectify.

If this were to be used in Fremantle, I think that it is important to distinguish that changes to the venue should include change of ownership or expansion of premises as a change. Victoria includes expansion of the venue, but doesn't explicitly state a change of ownership. The issue with this is that the new owner is likely to change the genre of music, the volume of music and the locations of speakers, etc.

Setting the base level limits then applying the Agent of Change principle may work better, that way venues are all given their baseline noise levels that they need to comply with, so any increases to this

level breach the limits. This would ensure that the change of ownership doesn't cause the venue to increase noise levels.

My thoughts are that you need to amalgamate the Brisbane City approach with the Agent of Change principle, which would be done by establishing the baseline noise levels then moving from there.

There are two layers to the noise legislation in WA, the first being the Environmental Protection Act, which looks at the preservation of amenity then the Environmental Protection (Noise) Regulations 1999 which provides the "limits". There are many cases in WA courts where the Act takes precedent over the Regulations. Ensuring that the amenity of the location is retained is paramount. In our case, determining the existing "amenity" of the Freo city area by taking background measurements would be applicable under the Act. Then defining the amenity of the area and of new sites through planning controls could occur without being in dispute with the Act. This is really a question for your legal team, but the Act is the overarching requirement.

My thoughts are that amalgamating the Brisbane City model with the Victorian Agent of Change model would provide Freo with a starting point. Using planning controls is really the only way forward – as this step is currently missing from most developments – compliance with the noise Regs is seen as the only requirement, which then puts the onus back on the noise emitter. Ensuring that the residential developer takes ownership of controlling the existing noise is important. The Regulations really don't provide a framework for planning considerations.

4.3 Advocacy

The following table summarises the discussion by the Working Group on advocacy on key priorities:

Noise Actions and Advocacy Plan	
Themes/Objectives 1. **Planning** – develop Planning Policy and provisions within the new Scheme to help regulate / mitigate potential conflicts between noise generating land uses and noise sensitive land uses. 2. **Health** – investigate changes to Noise Regs and/or their administration to enable the City to better judicate between noise generating land uses and noise sensitive land uses. 3. **Integrated Response** – achieve better alignment between planning and health legislation that responds to inner city noise issues. 4. **City Vision** – promote the City's vision as a mixed use, vibrant city centre whereby all stakeholders have a responsibility to be good neighbours when it comes to noise.	
Key Priorities	Key Stakeholders
1. Scheme and Policy development: Investigate: a. Built form controls and minimum acoustic requirements. b. Special music precinct. c. Measurements of existing background noise to set a baseline.	DPLH / Minister for Planning Community
2. Advocate for a review / amendment to Noise Regs to include an alternative compliance framework for inner city noise management.	DWER / Minister for the Environment
3. Promote the options whereby the Minister either: • grants exemption in certain circumstances (e.g., Freo Social); or	DWER / Minister for the Environment

• approves a Reg 19B without the LGA conducting public consultation or a recommendation from our CEO.	
4. Develop a communications plan to promote the benefits of mixed used inner city living….and the importance in everyone 'leaning in' to manage the tensions and potential conflicts around noise.	Internal
5. Explore options for Government to fund noise attenuation upgrades for historic and established venues.	Minister for Creative Industries and Heritage

5.0 Responses to Council Resolutions

Any changes required to ensure the planning framework, policies and operational practices acknowledge new developments in City Centres should be required to undertake appropriate measures to dampen external noise generated by cultural activities.

It is likely that a new Planning Scheme and Policies will look towards establishing an area in the City Centre (or an inner core and buffer zone) that sets more stringent requirements for both noise generating premises and noise sensitive (residential) type land uses – acknowledging that the centre of the City will have elevated noise levels.

The Working Group supported the idea of establishing a principle that pre-existing land uses have a certain 'protection' against new developments coming into an established area and that the onus to provide adequate acoustic performance weighed towards the 'agent of change'.

Defining the 'agent of change' will need further clarification and will be part of new Scheme and/or Planning Policy.

That new residential and accommodation developments achieve a high level of sound mitigation through good design and acoustic performance.

Will be addressed as part of planning changes and in response to any amendments to Sound Regulations.

Any changes to the City's policies or planning scheme to ensure venues providing cultural benefits to our city have robust sound attenuation requirements to minimise external noise impacts.

Unless a Development Application is required for a change in land use or changes to building fabric, there is no mechanism under the Planning Scheme to require increased performance in sound attenuation to an existing noise generating premises.

Opportunities to advocate State and/or Federal Governments for legislative reform and other outcomes that will allow our City to balance residential and tourism growth alongside vibrant cultural activities.

See advocacy section, above.

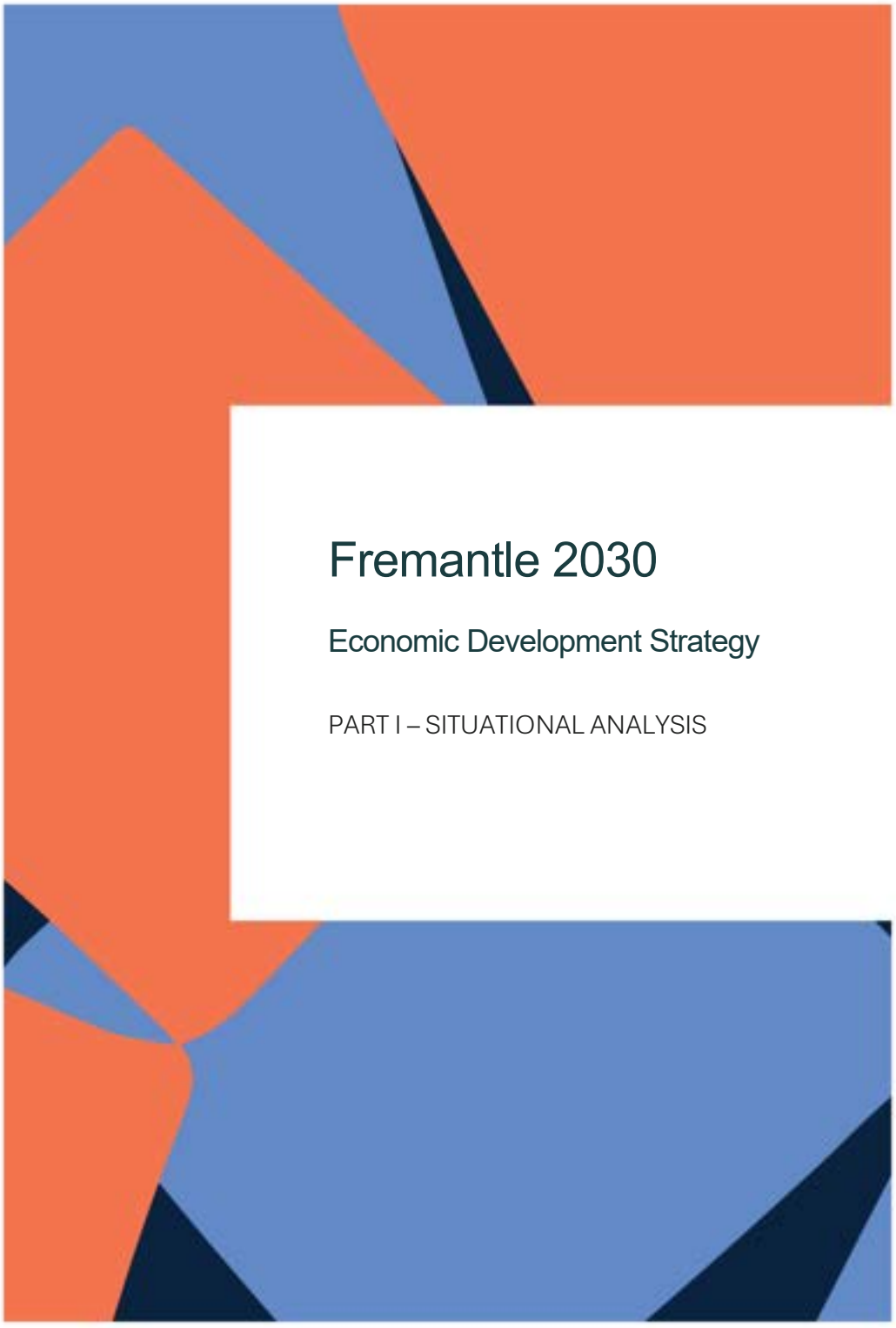
Recommendations on the implementation of any of the above.

Incorporated within discussion / suggested actions.

Considerations on current and/or future enforcement best practices.

The City's approach to enforcement is considered best practice – within the existing regulatory framework. The City currently seeks resolution of issues by negotiation and encouraging all parties to take responsibility for a shared problem. However, under the existing State regulatory framework, any issue regarding noise is ultimately assessed as being a problem that the noise emitter needs to comply with.

The Working Group generally supports the view that issues around noise generation and noise sensitive land uses is best resolved at the earliest opportunity at a planning and construction phase – not at the compliance stage when opportunities to make noise mitigating improvements are often cost prohibitive and opinions are polarised.


Fremantle 2030
Economic Development Strategy
PART I – SITUATIONAL ANALYSIS

Introduction

Fremantle's economy is evolving, shaped by both ongoing challenges and emerging opportunities. This Economic Development Strategy provides a clear framework for how the City of Fremantle will collaborate with local businesses, industry groups, and government partners in the next five years. The Strategy is designed to be adaptable, ensuring that Fremantle can respond to global trends, technological advancements, and the evolving needs of the community.

Fremantle has long been defined by its vibrant cultural and economic core anchored by tourism, hospitality, retail, port, and creative industries. While these remain central to its identity, this Strategy acknowledges the importance of fostering new industries and future-proofing the local economy. Emerging sectors such as the blue economy, advanced manufacturing, and knowledge industries offer new avenues for growth, innovation, and job creation.

Fremantle's competitive advantages – its rich heritage, world-class waterfront, thriving arts and innovation scene, and strong community spirit continue to attract investment and talent. By harnessing these strengths, Fremantle will become a dynamic and sustainable economic hub for its growing population.

Innovation, sustainability, and collaboration are key themes driving Fremantle's economic future. This strategy outlines a commitment to supporting business growth, attracting investment, and ensuring economic development benefits the entire community.

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Executive summary

The City of Fremantle is WA's second city, contributing $5 billion annually to Perth's economic output, and representing one of the state's strongest visitor economies.

In 2023-24, Fremantle supported 33,247 jobs and represented 2.3 per cent of Greater Perth's economic output, despite only making up 1.9 per cent of its geographical area. Local economic growth has averaged more than 1.8 per cent annually in the past five years (2019-24). Population growth has been a significant catalyst, with residents increasing by 2.7 per cent per annum in the same period, comfortably exceeding the 10-year average of 1.8 per cent and Greater Perth's 2.4 per cent. Unemployment rates remain impressively low at 4.0 per cent in 2024, well below pre-COVID levels, providing a solid foundation for local retail and hospitality operators.

Crucially, visitors account for a staggering 78.3 per cent of all local spending, underscoring the importance of tourism to Fremantle's economy. The city's rich heritage, world-class waterfront, thriving arts scene, and strong community spirit continue to draw investment and talent. Innovation, sustainability, and collaboration are the bedrock of Fremantle's economic future.

This strategy sets out a plan to drive Fremantle's economic future, foster business growth, and address challenges.

Fremantle's economy

Fremantle's economic heart beats with a cultural pulse, historically anchored by industries such as tourism, hospitality, retail, port operations, and creative enterprises. While these remain integral to Fremantle's identity, this strategy actively welcomes new industry, including the blue economy, advanced manufacturing, and knowledge-based sectors, to future-proof its economic contribution to the State.

Fremantle's economy is undergoing a dynamic transformation, navigating both persistent challenges and burgeoning opportunities.

Fremantle generated $5.08 billion in Gross Regional Product (GRP) and supported 33,247 jobs in 2023-24, accounting for 2.3 per cent of Greater Perth's economy. Local economic growth averaged +1.8 per cent per year (2019-24), improving from previous flat trends, though trailing the metropolitan average. Population growth has been a significant driver, with residents estimated to be living in Fremantle increasing by 2.7 per cent per year, well above the decade average (1.8 per cent p.a.).

Top value-generating sectors include Transport, Postal and Warehousing ($840M), Health Care and Social Assistance ($514M), and Public Administration ($410M).

Economic diversity remains high, with recent growth concentrated in health and public administration. Tourism has seen a rebound, with overnight stays rising post-COVID, highlighting Fremantle's strength as a tourism destination and supporting hospitality employment. Fremantle's economy has grown steadily, but at a slower pace than Greater Perth, as growth has been driven by lower-productivity population-serving sectors.

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Key industries

Blue economy: Marine-based industries contribute significantly to Fremantle's local economy, supporting approximately 2,261 jobs. The region aims to be a centre of excellence for sustainable blue economy innovation on the Indian Ocean Rim.

Green economy: Fremantle is committed to building a green economy that balances environmental sustainability, social equity, and economic prosperity.

Creative and immersive economy: This sector is a major driver of Fremantle's identity, cultural vibrancy, and economic growth, spearheading innovation in a knowledge-based economy. As of 2021, Fremantle's creative economy included an estimated 2,310 jobs and contributed $181.8 million directly to the economy. It is the largest contributor to creative industries in the southwest metro sub-region.

Film friendly city: Fremantle maintains a strong creative milieu, attracting and retaining film activity, with more than 90 applications from 2023 – 2025 including major production. Screen production provides quick revenue injection and long-term benefits through local employment, investment, and tourism opportunities.

Startup and innovation: Fremantle offers a prime environment for startups, with more than 70 valued at $758 million across diverse sectors. Its strategic position as the gateway to the Western Trade Coast provides an ideal launchpad. The city is home to key organisations and resources supporting innovation, with direct access to large-scale industries.

Health and medical life sciences: The largest employment sector in Fremantle, this sector supported 6,494 local jobs in 2023–24. A cornerstone for health and medical research and education in Western Australia, Fremantle is home to some of the best health institutions in the Perth metropolitan area, including Fremantle Hospital, the Hospital Research Foundation Group and the University of Notre Dame Australia's School of Medicine and Health Sciences.

Tourism: Visitation is recovering post-COVID, though still 18 per cent down from 2019, largely due to fewer day trips and international visitors. Domestic overnight stays, however, are up 6 per cent.

Fremantle's highly skilled workforce

Fremantle has a highly qualified population, with 46 per cent holding a bachelor's degree or higher, compared to 31 per cent in Greater Perth. Resident income levels are higher than the local average, with 57 per cent earning more than $65,000 compared to 48 per cent of local workers. However, occupation and qualification mismatches persist, with deficits in health and science professions and surpluses in hospitality and retail jobs.

In 2024, there were 13,076 more jobs than employed residents, indicating the region generates more jobs than its resident workforce and attracts workers from other regions. Only 4 per cent of new WA Department of Communities workers lived in Fremantle in 2021. This highlights Fremantle's role as a regional employment centre with 22,466 people commuting in for work, while 11,514 residents travel outside the area for employment.

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Business and investment: a growing pipeline

GST-registered businesses in Fremantle grew by 11 per cent from 2020 to 2024, led by sole traders and small firms in Professional Services, Real Estate, and Health. A consistent pipeline of building approvals, primarily in population-servicing areas, alongside public sector investment in the new Fremantle Police Complex and Victoria Quay, continues to support the construction industry. In 2024, Fremantle had 13,076 more jobs than employed residents, indicating its role as a regional employment centre that attracts workers from beyond its borders.

Major Economic Precincts

Fremantle's economy is shaped by its unique role as a major visitor destination. Across the city's eight precincts, spending is overwhelmingly driven by non-residents, with visitor expenditure accounting for $1.31 billion – more than 78 per cent of total expenditure.

Central Fremantle: The primary economic driver, representing $791.3 million (46.8 per cent of total spend). It is the primary employment hub (48 per cent of local jobs) with concentrations in health care and social assistance, public administration, and accommodation and food services. Visitation exceeds 1.8 million people annually. *Top spend categories:* Specialised and Luxury Goods and Dining and Entertainment.

O'Connor: Accounts for 17 per cent of total local jobs, with a strong industrial profile in manufacturing, retail trade, and construction. Visited by more than 1.2 million people annually. *Top spend categories:* Bulky Goods and Specialised and Luxury Goods.

North Fremantle: The inner harbour supported approximately 9 per cent of total local jobs in 2021, concentrated in transport. Visitation exceeds 1.2 million people annually, with dining/entertainment and transport as top spending categories. *Top spend categories*: Dining and Entertainment and Transport.

South Fremantle: Accounting for 8 per cent of total local jobs, with a diverse mix across hospitality, education, health, manufacturing, transport, and professional services. Visited by more than 857,000 people annually. *Top spend categories*: Grocery Stores and Supermarkets and Dining and Entertainment.

Hilton: Accounts for 5.4 per cent of total local jobs, centred around education, training, health care and social assistance. Visited by more than 1.1 million people annually, with grocery stores and supermarkets as the highest expenditure. *Top spend categories*: Grocery Stores and Supermarkets.

Beaconsfield: Accounts for 2.7 per cent of total local jobs, mainly in Education and Training and Health Care and Social Assistance. Visited by more than 947,000 people annually. *Top spend categories*: Grocery Stores and Supermarkets, Professional Services, and Transport.

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Strategic Opportunity Statements

Fremantle is entering a pivotal phase of economic renewal. With major public investments underway, a growing base of knowledge workers and entrepreneurs, and the potential relocation of port operations, the city has a unique opportunity to shape a more vibrant, diverse and future-focused economy. The strategic opportunity statements to follow are grounded in existing strengths – heritage, lifestyle appeal and innovative local talent – and present clear pathways to support inclusive growth, job creation and long-term resilience.

The analysis of information presented in Part 1 of this strategy has identified five key strategic opportunities:

1. Fremantle as a future-proofed city
2. Fremantle as leading the industries of tomorrow
3. Fremantle unlocking transformational renewal
4. Fremantle's soul powering its economy
5. Fremantle building a future-fit, resilient economy

While these ambitions are aspirational and presented separately, they are deeply interconnected. For instance, Fremantle's strong appeal as a visitor destination, rooted in its unique heritage and cultural vibrancy, directly supports local businesses and stimulates broader economic activity, influencing investment and trade. The role the City can play in contributing towards the realisation of some or all of these opportunities is articulated in Part II of the strategy (Strategy and Implementation).

Opportunity 1 – Future-proofed city

What it involves

Fremantle is poised to become a vibrant, mixed-use centre, ensuring consistent activity across daytime, evening and weekend economy. Recently approved inner Fremantle developments and the City Plan's focus on increased residential density present a significant opportunity to boost the local economy. Public sector investments, such as the new Police Complex and the expansion of Fremantle Hospital, enhance the feasibility of commercial developments by signalling precinct stability and long-term support. These projects provide predictable daytime foot traffic from public sector workers, which benefits local service providers and reduces risk for private commercial leases, encouraging further private sector investment. Key redevelopments, such as the Woolstores Shopping Centre, which opened in March 2025, and the proposed Elders Wool Stores Redevelopment, will further contribute to this increased density and activity. This includes growing city centre residency to increase city centre density, extend trading hours and foster city centre services and local businesses.

Why it will make a difference

A city alive with energy attracts people – residents, workers, and visitors – fuelling economic growth and reinforcing Fremantle's position as a dynamic urban centre.

Realising this opportunity will mean:

- A bigger resident base within walking distance will provide consistent customers for hospitality, retail and service businesses
- Increased population, therefore supporting extending trading hours - strengthening the weekday, evening and weekend economy

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- More professionals living locally will drive demand for essential services such as gyms, medical clinics, childcare and dry cleaning
- Job creation and community growth
- Reduction of economic vulnerability from reliance on visitor spend
- Greater confidence for investors that will ensure Fremantle is not just a weekend destination but a thriving city centre every day of the week

Opportunity 2 – Leading the industries of tomorrow

What it involves

Fremantle is uniquely positioned to become a base for knowledge industries, attracting remote workers, startups and purpose-led businesses. Fremantle's resident population has a higher proportion of degree-educated individuals compared to Greater Perth. The growing acceptance of remote work presents an opportunity to attract office-based professionals to relocate to the region, including suburbs outside the city centre. Supporting this trend through investment in co-working spaces can meet latent demand, foster flexible work environments and stimulate economic activity in both the city centre and surrounding suburbs, benefiting local businesses across the wider area.

With continued growth in both SMEs and Business Services (+511 and +245 new businesses from 2019-2024), Fremantle is well-positioned to attract more professional workers who want to live in a connected, lifestyle-rich area and work remotely or in co-working hubs. The Propel Fremantle program has successfully supported 18 startups across the 2023/24 and 2024/25 funding rounds, helping to accelerate innovation and entrepreneurship in the region.

Why will it make a difference

A city that attracts and retains the brightest minds and fosters entrepreneurial spirit will be more dynamic, innovative and globally competitive.

Realising this opportunity will mean:

- Growing this sector will diversify Fremantle's economy
- It will attract investment into the local economy
- Providing diverse, modern, high-amenity office spaces will enable these entrepreneurial residents to grow their businesses locally, reducing the need to relocate outside the area and strengthening the local economy
- It will foster flexible work environments and stimulate economic activity in the city centre and surrounding suburbs
- It will help to fill a gap in local commercial space offerings

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Opportunity 3 – Unlocking transformational renewal

What it involves

Transformational investment across key precincts – from the inner Harbour to O'Connor and Fremantle Oval – presents a rare opportunity to reshape the city's economic landscape. Coordinated planning and placemaking can unlock these areas for housing, jobs, innovation and culture. The relocation of port operations creates a generational opportunity to revitalise the inner harbour, enabling the development of new housing, employment precincts and a vibrant waterfront destination.

The Fremantle City Plan is being developed to act as a spatial vision for Fremantle's city centre to guide its growth over the next 20 years. This plan aims to increase residential population within the city centre to foster vibrancy, coordinate major projects and enhance infrastructure to attract investment. Projects like the Fremantle Oval Precinct Redevelopment, the Woolstores Developments (with a total value yet to be completed of $932.4M), and the Future of Fremantle Place and Economic Vision are central to this precinct-based renewal. O'Connor also presents an opportunity to evolve this light industrial precinct into a more diverse and productive employment area.

Why it will make a difference

Strategic precinct renewal will drive significant economic growth and redefine Fremantle's identity, positioning it as a future-ready city.

Realising this opportunity will mean:

- This transformation will elevate Fremantle's global appeal
- It will deliver flow-on benefits to suburbs beyond the city centre through improved connectivity, increased visitation and broader economic activation
- The Future of Fremantle Place and Economic Vision aims to support up to 20,000 new homes and enable 45,000 jobs, contributing $13.6 billion per year to WA's gross state product
- A transition in O'Connor will boost local job creation, attract investment and support Fremantle's broader economic resilience
- These precincts will help shift Fremantle's identity from a heritage port to a diverse, future-ready city
- It will attract long-term private investment

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Opportunity 4 – Soul powers the economy

What it involves

Fremantle's unique identity, shaped by its rich Aboriginal heritage, distinctive coastal character and vibrant creative community, is a powerful asset for economic growth. There is an opportunity to better connect this identity to the visitor economy, local enterprise and city experiences. Revitalising heritage assets, enhancing cultural storytelling and strengthening connections to the waterfront, including a renewed vision for the Manjaree area as a place of deep cultural recognition, welcome and gathering, can elevate Walyalup as a world-class destination. Fremantle has long been a hub for artists, musicians, filmmakers, designers and other creative professionals, with a strong reputation as a centre for innovation and cultural production. As of 2021, Fremantle's creative economy included an estimated 2,310 jobs and contributed $181.8 million directly to the economy. The city has the longest-running street arts festival in Australia, and the Fremantle Arts Centre turned 50 in 2023.

Why it will make a difference

A strong place identity strengthens community pride, attracts aligned investment and builds a distinctive offer that visitors, residents and businesses can connect with.

Realising this opportunity will mean:

- This identity-led approach fosters community connection
- It supports social wellbeing
- It attracts talent, tourism and investment to power a resilient and equitable local economy
- It will elevate Walyalup as a world-class destination
- It sustains Fremantle's leadership in culture, arts, music and social innovation, with its creative economy being the biggest contributor to creative industries in the Southwest Metropolitan sub-region
- It provides a unique foundation for inclusive economic growth

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Opportunity 5 – Building a future-fit, resilient economy

What it involves

To build a more inclusive and robust economy, Fremantle can support better access, mobility and affordability while embracing future-focused industries. This involves advocating for affordable housing and key worker accommodation, as new infill developments in the city will allow an influx of new residents that can support local retail and household service expenditure. The Heart of Beaconsfield is a long-term urban renewal initiative led by the City of Fremantle in collaboration with the Department of Communities and other stakeholders, with a desire for development to comprise more than 700 new dwellings.

Fremantle's economy, with its big health and social services sector (the employment sector supporting 6,494 local jobs in 2023-24) and transport and logistics, is well positioned to benefit from AI adoption.

A 'green/circular economy' and 'blue economy' have been identified as major commercial opportunities, and Fremantle is well-positioned to contribute to this transition with a chance to incorporate green economy business development, research and training and sustainable urban design in the re-envisioned future of Fremantle Harbour. Fremantle is also well-positioned to lead in marine technology, aquaculture and ocean-based sustainability.

Targeted infrastructure and policy support can foster the growth of its blue economy cluster and strengthen Fremantle's international innovation profile. This opportunity also includes leveraging AI in healthcare, with emerging technologies well-placed to address healthcare workforce shortages and improve service delivery. Fremantle can also ensure greater economic stability by supply chain rebalancing, advocating for infrastructure improvements, fostering industry collaboration and supporting access to innovation networks.

Why it will make a difference

Inclusion and future-proofing build resilience, socially and economically, making Fremantle a fairer, more adaptable and prosperous city.

Realising this opportunity will mean:

- It will support local retail and household service expenditure
- AI has the potential to alleviate healthcare workforce shortages and improve service delivery
- Fremantle can play an enabling role in the shift toward more resilient and locally anchored supply chains
- There is significant potential in most LGAs for reuse of plastics, organic waste, e-waste and lithium battery recycling
- These industries are likely to draw both government and private investment while helping to diversify the local economy and create sustainable jobs
- It will contribute to a more connected and prosperous region

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Opportunity 6 - Ensuring Fremantle's enduring appeal

Fremantle's unique character and appeal are built on strong foundations. A clean, safe and vibrant city is a backdrop for economic growth as well as being essential to attracting residents, workers and visitors. To stay competitive, Fremantle must offer an exceptional urban experience, with lively streetscapes, accessible amenities and a dynamic cultural scene that excites and inspires.

What it involves

Maintaining a clean, welcoming city is central to the City of Fremantle's role. World-class events and activations will bring energy to the streets, while investment in public spaces and infrastructure will ensure Fremantle remains beautiful, functional and accessible.

Workers should have opportunities close to home, and key workers should be able to live near their jobs. Small businesses will continue to be supported as critical parts of the city's appeal. Whether for business, study or leisure, Fremantle will remain a destination of choice. This includes ensuring public realm improvements, advocating for affordable housing and key worker accommodation, and promoting sustainable transport.

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State and Regional Economic Context

WA Economy

Western Australia's economy remains one of the strongest in the country, underpinned by its resources sector, population growth, and resilient domestic demand. In 2023-24, WA accounted for 17.2 per cent of the national economy, despite making up only 10.9 per cent of Australia's population. The state's Gross State Product (GSP) grew by 0.5 per cent in 2023-24, reaching its largest size on record of $448.2 billion, highlighting its continued economic strength. In the year to January 2025, WA accounted for $232.8 billion in goods exports, representing 45.1 per cent of the nation's total exports, reinforcing its role as Australia's economic powerhouse.

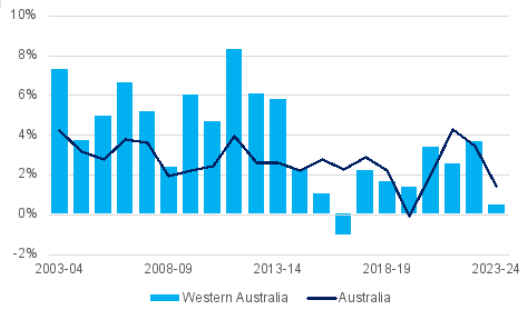
Consumer price inflation in Perth has fallen significantly over the past two years, from a high of 8.3 per cent in the December quarter 2022. Perth's annual inflation rate, as measured by year-on-year growth in the consumer price index (CPI), was 2.9 per cent in the December quarter 2024, down from 3.8 per cent in the previous quarter. However, Perth's annual CPI inflation has been above Australia's over the past three quarters.

Meanwhile, the Reserve Bank of Australia recently cut interest rates to 4.1 per cent in March 2025, marking the first reduction in over four years, aimed at stimulating further economic activity Residential construction costs rose by 3.4 per cent over the 12 months to December 2024. Since the onset of COVID-19, construction costs have cumulatively increased by 30.8 per cent.

State Economic Forecast

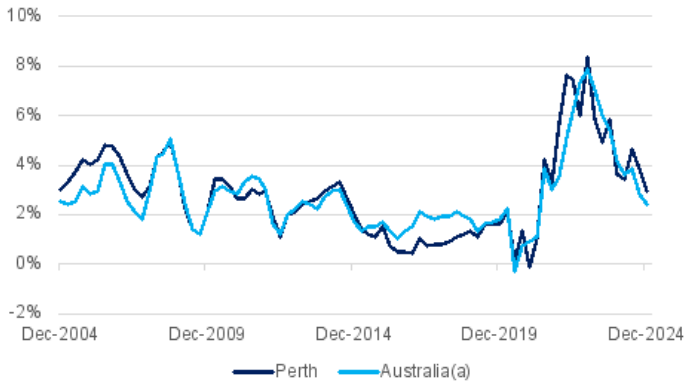
Despite ongoing global uncertainties, Western Australia continues to benefit from sustained demand for its mineral resources, a growing tourism sector, and a diversified economy. While economic growth is expected to moderate compared to previous years, WA remains well-positioned for long-term expansion, supported by population growth, strategic infrastructure investment, and increasing economic diversification. Gross State Product (GSP) is projected to grow modestly within the 2-3 per cent range, reflecting the state's resilience amid evolving global market conditions.

Investment in renewable energy, technology, and advanced manufacturing is set to accelerate, reinforcing WA's economic foundation and future competitiveness.



The labour market is expected to remain competitive, supported by strong international migration. While the unemployment rate may gradually rise, it is anticipated to remain relatively low. Wage growth is forecast to stay strong but is likely to moderate as the labour market adjusts.

Inflation is expected to gradually ease towards the Reserve Bank of Australia's target range (RBA, 2025), while interest rates may see further adjustments to support economic stability. Population growth, driven by interstate and international migration, will continue to drive demand for housing, infrastructure, and services, creating new opportunities in construction, retail, and related sectors.



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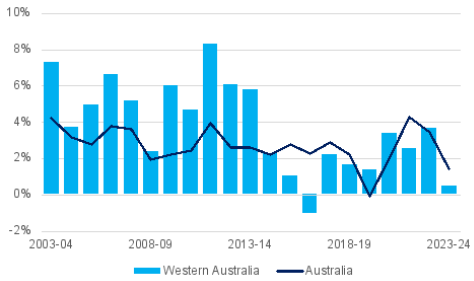
WA State Government Budget

Western Australia's GSP was less affected by the COVID-19 pandemic in 2019-20 compared to other states and territories and grew at a relatively consistent rate in the next three financial years.

Western Australia's real gross state product (GSP) rose 0.5 per cent in 2023-24, lower than the growth of Australia's real gross domestic product (GDP) of 1.4 per cent.

The WA Government Mid-year Financial Projections Statement 2024-25 forecasts Western Australia's real GSP will rise 2.25 per cent in 2024-25 and 2.5 per cent in 2025-26.

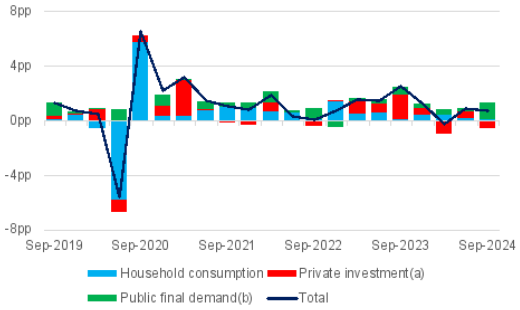


State Final Demand

Western Australia's real SFD rose 0.7 per cent in the September quarter 2024, following a 0.9 per cent rise in the June quarter 2024 and a 0.3 per cent fall in the March quarter 2024. The March quarter 2024 fall marked the first decline in SFD since the June quarter 2020 when SFD fell sharply due mainly to the restrictions imposed in the early phase of the COVID 19 pandemic.

Public final demand made the largest contribution, adding 1.2 percentage points to SFD growth in the September quarter 2024, with household consumption adding 0.1 percentage points. This was partly offset by private investment, which detracted 0.6 percentage points from SFD growth.

The WA Government Mid year Financial Projections Statement 2024-25 forecasts Western Australia's real SFD will rise 3.5 per cent in 2024 25 and 3.25 per cent in 2025 26.

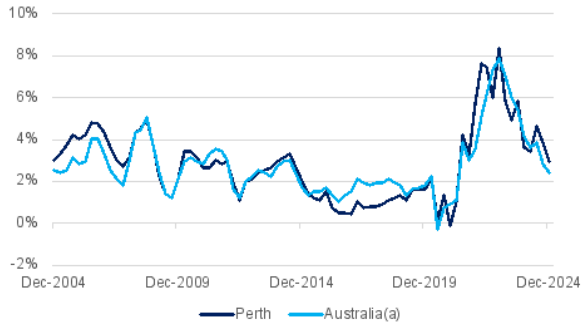


CPI

Consumer price inflation in Perth has fallen significantly over the past two years, from a high of 8.3 per cent in the December quarter 2022. Perth's annual inflation rate, as measured by year-on-year growth in the consumer price index (CPI), was 2.9 per cent in the December quarter 2024, down from 3.8 per cent in the previous quarter.

However, Perth's annual CPI inflation has been above Australia's annual CPI inflation over the past three quarters. In the December quarter 2024, Australia's annual inflation rate was 2.4 per cent, down from 2.8 per cent in the previous quarter. The main reasons for lower CPI inflation nationally were large falls in electricity and automotive fuel prices and lower price rises for new dwellings.

The measure of Perth's CPI in the WA Government's State Budget excludes the electricity sub-index, to smooth the effect of successive household electricity credits. On this basis, the WA Government Mid-year Financial Projections Statement 2024-25 forecasts Perth's annual average CPI will rise 3.25 per cent in 2024-25 and 2.75 per cent in 2025-26.



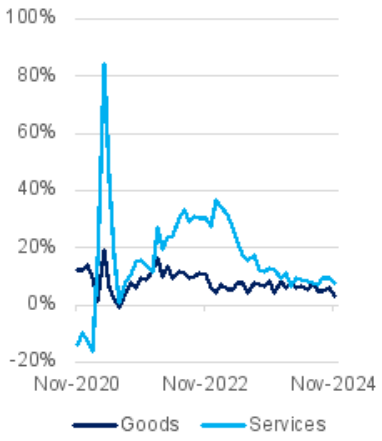
Household Spending

Growth in nominal household spending in Western Australia fell from mid-to-late 2022 as pandemic-related disruptions subsided and tighter monetary policy affected consumer prices and household purchasing power. However, the growth rate in nominal household spending has stabilised over the past few months.

Western Australia's household spending index grew by 5.9 per cent in year-on-year terms in November 2024.

The household spending index can be split between goods and services; as well as discretionary (non-essential) and non-discretionary goods and services.

- Growth in household spending has been higher on services compared to goods. The household spending index for services grew by 7.6 per cent in year-on-year terms in November 2024, while the index for goods grew 3.0 per cent.
- The household spending index for discretionary goods and services grew by 5.4 per cent in year-on-year terms in November 2024, while the index for non-discretionary goods and services grew by 5.8 per cent.

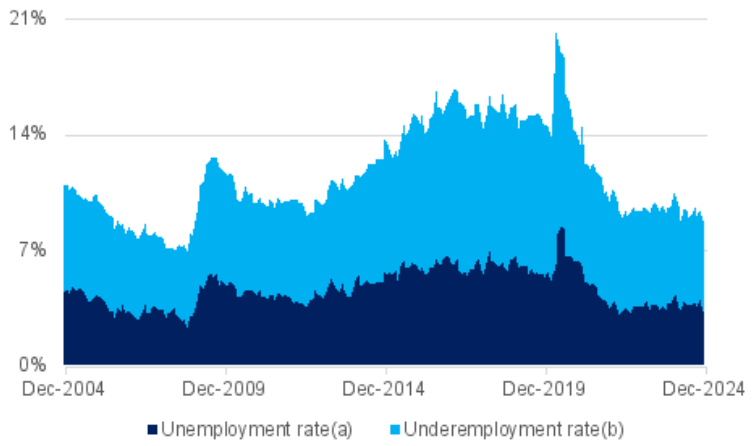


Labour Market

Western Australia underutilisation rate, which is the sum of the unemployment and underemployment rates, was unchanged at 8.8 per cent in December 2024.

The unemployment and underemployment rates for Western Australia in December 2024 were both unchanged from the previous month:

- The unemployment rate was 3.3 per cent in December 2024, the same as November 2024.
- The underemployment rate was 5.5 per cent in December 2024, the same as November 2024.
- Western Australia's record low underutilisation rate was 6.9 per cent in October 2008, when the unemployment rate was 2.3 per cent and the underemployment rate was 4.6 per cent.
- Western Australia's record high underutilisation rate was 20.2 per cent in April 2020 during the initial stages of the COVID-19 pandemic, when the unemployment rate was 6.1 per cent and the underemployment rate was 14.1 per cent.



Population

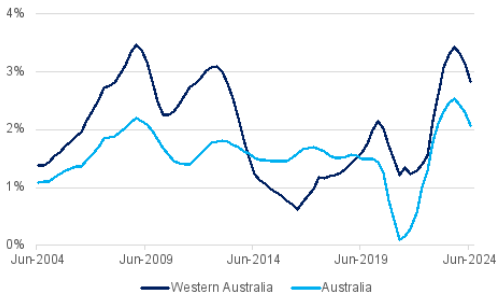
Western Australia's population has been growing at a high rate, relative to both the past fifteen years and to the national rate. Western Australia's estimated resident population was 2.97 million in the June quarter 2024, 2.8 per cent higher than the June quarter 2023.

Australia's estimated resident population was 27.2 million in the June quarter 2024, 2.1 per cent higher than the June quarter 2023. Western Australia accounted for 10.9 per cent of Australia's population in the June quarter 2024.

In the year to the June quarter 2024, Western Australia's population grew by 81,397, with the increase comprising:

- net overseas migration of 58,082 (13.0 per cent of the Australian total)
- natural increase of 13,573 (12.8 per cent of the Australian total)
- net interstate migration of 9,742.

The WA Government Mid-year Financial Projections Statement 2024-25 forecasts Western Australia's population will grow by 1.9 per cent in 2024-25 and 1.8 per cent in 2025-26.



Estimated resident population (change)

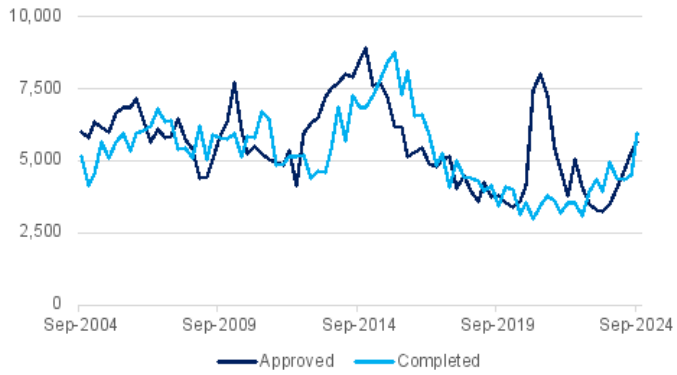
Housing

The number of dwellings completed usually tracks the number of dwellings approved with a lag as approved dwellings are built. However, the large increase in dwelling approvals in mid-2020 was not followed by a corresponding increase in dwellings completed.

- Stimulus measures introduced by the Australian and Western Australian Government in mid-2020 contributed to the number of dwelling units approved increasing rapidly from mid-2020, reaching 7,918 units in the March quarter 2021.
- Over the same period, the number of dwelling units completed plateaued, resulting in many approved dwelling units yet to be completed.

Higher costs and longer timeframes for housing construction contributed to a slowdown in dwelling approvals, although the number of approvals has picked up over the past year. There was also a large increase in the number of dwellings completed in the September quarter 2024.

- The number of dwelling units approved in Western Australia was 5,604 in the September quarter 2024, 61.5 per cent higher than the September quarter 2023.
- The number of dwelling units completed in Western Australia was 5,924 in the September quarter 2024, 20.3 per cent higher than the September quarter 2023.



Section Sources: Department of Treasury WA Annual Report 23-24; Property Council Australia: Homebuilding Costs; Department of Jobs, Tourism, Science and Innovation WA Economic Profile January 2025

Perth Southwest Metropolitan Region

The Perth Southwest Metropolitan Region Incorporates the Local Government Areas of the City of Fremantle, City of Cockburn, City of Melville, City of Kwinana, City of Rockingham and City of East Fremantle. The data presented to follow is collated and provided by the Perth Southwest Metropolitan Alliance.

Economic Strength and Employment

- Gross Regional Product (GRP): $44.721 billion, indicating a strong regional economy.
- Jobs in the Region: 185,261, showing a robust labour market.
- Unemployment Rate: 3.8 per cent (as of June 2024), which is relatively low and suggests a stable job market.

Demographics and Housing

- Population: 485,012, highlighting a sizeable regional community.
- Median age: 38, reflecting a mature but active workforce.
- Total houses: 182,774, indicating a strong housing market to support the population.
- Median income: $1,889 per week, suggesting a healthy earning capacity for residents. The combination of high employment, strong income levels, and low unemployment suggests an economically thriving and growing region.

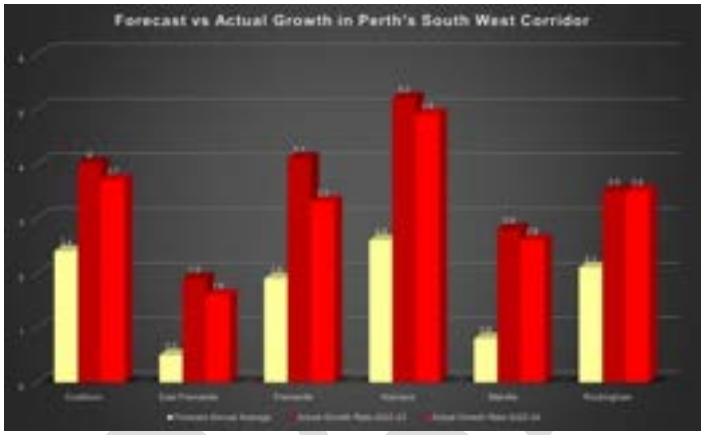
Source: PSWMA CURRENT REGIONAL STATS 2024

Opportunities and Considerations

- A diverse mix of urban and industrial landscapes supports a variety of industries.
- Infrastructure, innovation, and sustainability efforts will be key to sustaining growth.
- Potential for further economic development and investment, given the stability of employment and income levels.

Future Growth

- New ABS data reveals that actual population growth in the Perth Southwest region has significantly outpaced WA State Government forecasts. This trend extends beyond outer growth suburbs, impacting affluent and well-established communities as well.
- Key drivers of this surge include stronger-than-anticipated employment growth and major new projects in the region—such as AUKUS, Westport, Murdoch health infrastructure, the Future of Fremantle, and substantial private sector investments in the Western Trade Coast.



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Section Sources: PSWMA current regional stats 2024; Perth Southwest Metropolitan Alliance

Local Economic Context

The insights to follow relate to a period from 2018/19 to 2023/24 and assess recent economic performance, growth drivers, competitive advantages and barriers to growth.

Economic Performance and Structure

- Fremantle generated $5.08 billion in GRP and supported 33,247 jobs in 2023-24, accounting for 2.3 per cent of Greater Perth's economy.
- Local economic growth averaged + 1.8 per cent per year (2019-24), trailing the metro average but improving from previous flat trends.
- A big driver of economic growth has been population. Residents estimated to be living in Fremantle increased by 2.7 per cent per year over this period, well above the decade average (1.8 per cent p.a.).
- Top value-generating sectors: Transport, Postal and Warehousing ($840M), Health Care and Social Assistance ($514M), and Public Administration ($410M).
- Fremantle's economic diversity remains high, though recent growth has concentrated in health and public administration.
- Tourism rebound: Overnight stays are rising post-COVID, highlighting Fremantle's strength as a tourism destination and supporting hospitality employment.
- Fremantle's economy has grown steadily, but at a slower pace than Greater Perth, as the growth was driven by lower-productivity population-serving sectors.

Fremantle economy in 2023/24

	As at 2023/24	5yr Avg Growth	Greater Perth
GRP	$5,079m	+1.8%	(+3.1%)
Local jobs	33,247	+2.0%	(+3.1%)
Population	36,349	+2.7%	(+2.4%)
Unemployment	4.0%	-3.4%	(-2.7%)
Tourism visits	1,301,372	-3.8%	(-0.8%)

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Employment Trends

- Local jobs increased by + 2.0 per cent annually over five years, marginally slower than the Greater Perth average.
- Public Administration and Safety (+ 1,273) accounted for the majority of jobs growth in Fremantle between 2019 and 2024, adding well over 1,000 jobs. This was largely down to the relocation of the head office of the WA Department of Communities. Other drivers were Health Care (+593), Construction (+484), and Professional Services I+ 462).
- Job losses occurred in Transport (-385) and Wholesale Trade (-209), affected by automation and early Westport impacts.
- Tight labour market conditions significantly reduced unemployment from 2021 onwards with the unemployment rate falling below 4 per cent towards the end of 2023. However, by 2024 the rate began rising again, though still below historical levels.
- Fremantle has a surplus of jobs, particularly in sectors like retail, hospitality, and government, but struggles with employment sufficiency, as many workers commute in. Only 4 per cent of the new WA Department of Communities workers lived in Fremantle in 2021.

In 2024, there were 13,076 more jobs than employed residents. This suggests the region generates more jobs than its resident workforce base and attracts workers from other regions.

Business and Investment Landscape

- GST-registered businesses grew 11 per cent from 2020 to 2024, slower than the Greater Perth average of 16 per cent. New businesses were led by growth in sole traders and small firms in Professional Services, Real Estate, and Health.
- There has been a constant pipeline of building approvals across mainly population servicing areas (health, education, retail, accommodation)
- Public sector investment into the new Fremantle Police Complex and Victoria Quay will also support the construction industry.

Tourism

- COVID had a strong impact in Fremantle with the loss of employment in hospitality in 2021. Visitation has gradually recovered but by 2024 visitation was still estimated to be down 18 per cent from 2019.
- Most of the fall has been in daytrips and international visitors, domestic overnight stays were up +6 per cent.

Socio-economic factors

- Fremantle boasts a highly qualified population, with 46 per cent holding a bachelor's degree or higher (vs 31 per cent in Greater Perth)
- Resident income levels are higher than the local average, with 57 per cent earning over $65k compared to 48 per cent of local workers.
- Occupation and qualification mismatches remain, with deficits in health and science professions and surpluses in hospitality and retail jobs

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Section Sources: City of Fremantle Check and Forecasts Custom Report – Economy ID

Economic Health Check – Fremantle

Positive Indicators

Economic Conditions

Steady recent growth supported by strong population growth: Economic (1.8 per cent), Jobs (2.0 per cent) and population growth (2.7 per cent) has been stronger in the last five years than earlier in the decade. Population growth exceeded the Greater Perth average of 2.4 per cent.

Low unemployment: The unemployment rate fell to 4.0 per cent in 2024, below pre-COVID levels, supporting local retail and hospitality businesses

Industry

Major uplift in public administration: the opening of the relocated head office of the WA Department of Communities accounted for the majority of jobs growth in Fremantle between 2019 and 2024, adding well over 1,000 jobs.

Knowledge economy areas driving business growth: Professional Services, Real Estate, Finance and Info Media all saw strong business numbers growth between 2020-2024.

Diversified specialisations: Fremantle's economic specialisations cover both blue- and white-collar areas which makes it quite distinctive within the Greater Perth economy. The city has a major comparative advantage in Transport, Postal and Warehousing as well as Accommodation and Food Services, Public Administration and Safety, Tourism, and Arts and Recreation Services.

Construction uplift: New residential developments, some infrastructure projects such as Swan River Crossing have contributed to construction activity. Recent building approvals are very high.

Precincts

Employment concentration: Central Fremantle is the primary employment hub in the LGA, accounting for almost half (48 per cent) of total local jobs in 2021. Investment is supporting jobs uplift.

Strategic job centres: O'Connor Industrial Precinct accounted for 17 per cent of jobs in 2021 and has a strong manufacturing base, accounting for 25 per cent of its local jobs.

Port economy: Fremantle Port only supported approx. 9 per cent of jobs in 2021 but generated substantial economic output. Transport and logistics represent 18 per cent of Fremantle's total industry value added.

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Demography

Highly qualified: Fremantle's key working age residents (15 to 69 yrs) are well educated (46 per cent with degrees) compared to the Perth average (31 per cent). This can support growth in knowledge-based services.

In-migration trends: Fremantle is attracting a diverse mix of new residents including younger workers, families, retirees, and skilled migrants. Recent population growth is shaped by international arrivals (included returning residents who left during COVID), but ageing in place is also contributing to changing demographic demands.

Emerging Challenges

Economic Conditions

Below-average economic growth: Fremantle's economic and jobs growth while stronger in recent years still lagged behind Greater Perth.

Population-driven growth: Growth was driven by low value population service sectors, such as health, retail and hospitality.

Slowing GRP growth: GRP growth slowed in 2023/24 after the post-COVID boost

Industry

Business services gap: Employment in Professional and Technical Services is under-represented compared to Greater Perth and jobs growth was also slower than the metro average. This contrasts with strong business growth which suggests Fremantle is attracting more sole traders or small enterprises rather than larger businesses (possible due to lack of supply of suitable commercial office space).

Decline in logistics and wholesale trade jobs: Significant job losses occurred in Road and Water Transport sectors (385 jobs total), potentially due to automation and freight network shifts. Several wholesale businesses relocated to lower-cost areas outside Fremantle, contributing to a loss of 209 jobs.

Precincts

Agglomeration challenges: Limited large-scale commercial office space and competition from inner Perth can hinder attraction of larger knowledge economy businesses. New commercial development is likely competing with higher yields from residential developments.

Competition for main industrial precinct: A number of other precincts in Perth's Southwest including Jandakot and Canning Vale are seeing an expansion of demand due to perceived better logistical advantages. The eventual move of container trade to Kwinana will also likely reduce the attractiveness of Fremantle's precincts to transport companies.

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Demography

Mismatch in local jobs and resident's needs: Fremantle's workforce varies considerably from the industry of employment of local residents. Many professionals are commuting into the CBD and elsewhere and key industries such as Public Administration and Transport bring in workers from outside Fremantle. Only 4 per cent of the new Department of Communities workers were estimated to live locally in 2021.

In 2021, around 22,466 people commuted to Fremantle for work, while 11,514 residents travelled outside the area for employment. Only 5,007 residents both lived and worked in Fremantle. This gap highlights the city's role as a regional employment centre. The top destinations for Fremantle residents working outside the area were Perth City, along with neighbouring LGAs if Melville and Cockburn.

More than 19 per cent of Fremantle's local workers lived in Cockburn, while approximately 18 per cent lived within Fremantle itself. Other key residential locations included Melville, Rockingham, and Stirling.

Section Sources: City of Fremantle Check and Forecasts Custom Report – Economy ID

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Future Economic Outlook

Fremantle's economy is beginning a long-term transitional growth phase, with strong population gains and sector- specific momentum in government, health, and professional services likely to compensate for employment losses in more industrial sectors (transport, manufacturing) going forward. Key focus areas will need to be:

- How to manage the Inner Harbour redevelopment brought about by the potential relocation of port operations so diversity in industry activity remains and residential demands for land don't make employment growth opportunities (e.g. in green economy, niche advance manufacturing industries) unviable.
- How to ensure new residential developments don't' undermine diversity and workforce availability for lower paid industries such as healthcare, retail and hospitality.
- How to utilise Public Sector Investment as an economic catalyst for private investment.
- How to tap into Fremantle's educated and entrepreneurial population to fuel faster growth in knowledge-based businesses.

Opportunities

Inner Harbour redevelopment: The potential relocation of port operations unlocks major renewal potential, with plans for new homes, jobs, and a vibrant waterfront precinct supporting Fremantle's transformation into a globally significant coastal city.

Increasing city centre residence base: Recently approved new inner-city developments and a focus on increased density in the Fremantle City Plan can help boost the economy via:

- More customers for local hospitality and retail businesses: With more people living within walking distance, local shops, cafes, restaurants, and service providers benefit from a larger, consistent customer base.
- Extended Trading Hours: High-density residential areas tend to support evening and weekend economies, since residents are around beyond typical business hours.
- Higher Demand for Services: Professionals living in the centre drive demand for services like dry cleaning, gyms, medical clinics, and childcare, which in turn supports job creation.

Public investments improving feasibility of commercial developments: Major investments by the State Government in the new Department of Communities office and even the under construction new Police Complex can support future private investment due to:

- Acting as a confidence signal to the private sector that the precinct is stable, supported, and worthy of long-term investment.
- Public sector workers bring predictable daytime footfall supporting local service providers and de-risking commercial leases.

Supporting business growth of highly qualified and entrepreneurial residence base: Fremantle's residents are much more likely to be degree educated than the Greater Perth average and recent years has seen a substantial increase in business registrations in knowledge economy areas. A solid supply of diverse modern high amenity office space is required to allow these business owners to potentially expand without the need to leave the LGA.

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Work-from-home shift: An increase in acceptance of working from home may support increased internal migration to the region by office-based professionals and support local businesses. Investment and/or support for co-working facilities could meet latent demand.

Challenges

Below-average economic growth: The potential relocation of the port activities may generate some medium to long term challenges in addition to substantial direct job losses:

- Businesses dependent on port activity (e.g. freight operators, marine suppliers) may relocate or downsize if not integrated into the post-port economy.
- The transition period before the port precinct is fully redeveloped may see reduced economic activity, affecting local employment and investment confidence.
- Due to demand for residential developments, protecting marine, heritage and industrial space in the Inner Harbour that could be adaptively reused for new industries may be difficult.
- Soil contamination and environmental remediation in the area could considerably delay redevelopment or make some projects not financially feasible.

Housing affordability and displacement: Rising property values tied to increased amenity in the city, new up-market projects, and even higher cost-sustainable Beaconsfield developments could displace lower-income residents, undermining diversity and workforce availability (especially for low-income health, retail and hospitality industries).

Climate Challenges: Fremantle is a low-lying coastal city, and is exposed to sea level rise, storm surges, and flooding, which could damage infrastructure, deter investment. and raise insurance costs.

Economic Forecasts

Fremantle's economy is forecast to reach $5.8 billion in 2028/29. The average annual change over the five years to 2028/29 is forecast to be 2.8 per cent p.a. well above the five-year period to 2023/24 (1.8 per cent p.a.) and above the forecast state average (2.2 per cent p.a.).

Fremantle's local workforce is forecast to reach 37,036 in 2028/29 and employed residents 22,156. This equates to a job surplus of 14,880. The average annual change over the five years to 2028/29 is forecast to be 2.2 per cent p.a. above the five-year period to 2023/24 (2.0 per cent) and above the forecast for employed residents (1.9 per cent p.a.). It is also forecast to be higher than the state average (1.6 per cent p.a.).

Local jobs growth is forecast to be elevated in 2024/25 as some major projects come on board. Other projects in subsequent years will lead to jobs growth but be dampened by weaker employment growth in other industries. Employed resident growth is forecast to be weaker in the next few years as labour market conditions weaken before rising in 2029 as a range of residential developments are completed, and new residents move in.

It is important to note that Fremantle and Australia more broadly have experienced a substantial change to labour force outcomes in recent years due to the effects of COVID and related Government post-COVID stimulus.

In June 2024, the 12-month average participation rate was estimated at 68 per cent for the Fremantle LGA. This was well above the 66 per cent estimated in June 2019. In addition, the 12-month average

unemployment rate for Fremantle in June 2024 was estimated at 4.0 per cent, a multi-decade low. In June 2019, it was 7.4 per cent. The five-year average before 2019 was 7.2 per cent.

Participation rates are likely to remain elevated due to cost-of-living pressures forcing more people to seek employment and continued demand in key sectors that employ females (e.g. health). Nationally female participation rates have increased by 4 percentage points over the decade; male participation rates have fallen by 0.5 percentage points.

Regarding unemployment levels, it is unlikely that we continue to see such low rates over the next few years. The State and Federal budget have both factored in increases to unemployment and data has shown a gradual uptick in rates. Several factors are causing this but mostly it is related to a return of high migration rates which has increased the supply of labour, as well as reduced demand in some labour-intensive sectors.

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Section Sources: City of Fremantle Check and Forecasts Custom Report – Economy ID

Key Economic Precincts

Fremantle's economy is shaped by its unique role as both a local hub for business and a major visitor destination. Across the city's eight precincts, spending is overwhelmingly driven by non-residents, with visitor expenditure accounting for $1.31 billion (78.1 per cent of total spend), highlighting the city's strong dependence on its appeal to residents of other surrounding LGA's - with visitation primarily coming from the Perth Metropolitan area as well as regional, interstate and international.

In contrast, residents contribute 21.9 per cent of total spending. The outlying precinct in this context is South Fremantle which total spend is made up of 36 per cent residents and 64 per cent visitors. Central Fremantle is the primary economic driver representing $791.3 million (46.8 per cent of total spend).

Fremantle residents are active consumers just not always within their own city. Local residents spend an estimated $518 million online, representing 35.5 per cent of their total spending, and a further $618 million (42.3 per cent) is spent outside of Fremantle altogether. This signals a significant leakage of potential economic activity that could otherwise support local businesses.

Precinct Spending Profile 23/24*	Central Fremantle	South Fremantle	O'Connor	North Fremantle	Beaconsfield	Hilton	FREMANTLE**
Spend	$791.31 M	$269.33 M	$398.58 M	$95.72 M	$39.65 M	$87.05 M	$1689.72 M
Spend (% total of Fremantle)	46.8	15.9	23.6	5.7	2.3	5.2	
External Visitor Spend in Precinct	$657.52 M	$172.34 M	$334.64 M	$76.84 M	$24.65 M	$52.02 M	$1319.82 M
External Visitor Precinct Spend (%)	83.09	63.99	83.96	80.28	62.18	59.76	78.11
Fremantle Resident Precinct Spend	$133.79 M	$96.99 M	$63.94 M	$18.88 M	$14.99 M	$35.03 M	$369.90 M
Fremantle Resident Precinct Spend (%)	16.91	36.01	16.04	19.72	37.82	40.24	21.89
Precinct Resident Spend in Precinct	$60.70 M	$29.71 M	$1.97 M	$11.32 M	$6.26 M	$11.88 M	$121.88 M
Fremantle Resident Spend in Precinct	$72.56 M	$67.09 M	$61.66 M	$7.03 M	$8.67 M	$23.13 M	$240.35 M

Resident Spending Profile 23/24*	Central Fremantle	South Fremantle	O'Connor	North Fremantle	Beaconsfield	Hilton	FREMANTLE**
Total Spend (Fremantle, external & online)	$897.88 M	$393.52 M	$60.92 M	$258.12 M	$244.08 M	$356.22 M	$1859.79 M
Online Spend	$380.78 M	$61.98 M	$14.56 M	$91.38 M	$88.19 M	$49.78 M	$518.29 M
Online Spend (as a % of total resident spend)	36.1	15.1	47.1	36.2	36.1	33.9	35.5
Escape Spend (outside LGA)	$282.59 M	$63.89 M	$21.97 M	$131.94 M	$93.63 M	$67.07 M	$617.51 M
Escape Spend outside of LGA (as a % of resident total spend)	40.7	35.1	38.7	51.1	37.5	42.9	42.3
Resident Local Spend (within precinct)	$60.70 M	$29.71 M	$1.97 M	$11.32 M	$6.26 M	$11.88 M	$121.88 M
Resident Internal Escape Spend (within LGA)	$53.76 M	$21.97 M	$2.42 M	$23.47 M	$58.05 M	$21.49 M	$202.16 M
Precinct Resident Spend in Fremantle (local + other precincts)	$114.47 M	$51.68 M	$4.39 M	$34.80 M	$64.31 M	$33.37 M	$324.04 M
Precinct resident spend in Fremantle (as % of total spend)	22.99	29.81	14.21	12.71	26.35	25.20	22.20

*all spend data is provided by Spendmapp Geografia
**Hamon & White Gum Valley precincts included in total but not displayed in table

Perth Metropolitan Comparisons

Spending

From January 2024 to December 2024, Total Local Spend in the City of Fremantle increased by 18.7 per cent. This is below the metropolitan LGA average change of 27.2 per cent, and below the typical range of 20.2 per cent to 32.0 per cent. During the same period, the Consumer Price Index (CPI) rose by 2.8 per cent.

In the last six months, the change in Total Local Spend in the City of Fremantle has been below the change in metropolitan LGAs (Figure 1).

Breaking Total Local Spend down, in December 2024, year-on-year percentage change for Consumer Staples increased by 4.2 per cent; Discretionary Spend increased by 1.2 per cent; and spending in Services and Other decreased by 13.8 per cent (Figure 2).

Figure 1: Indexed Total Local Spend Compared to metropolitan LGAs
Source: Spendmapp by Geografia (2024); ABS (2024)

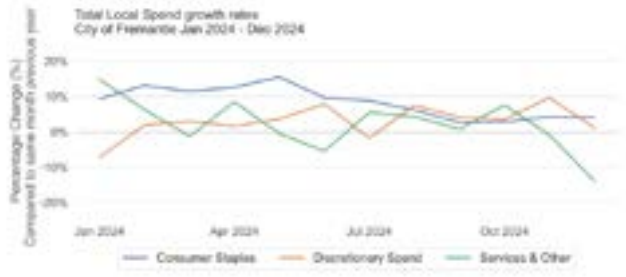


Figure 2: Year-on-Year Change in Total Local Spend by Category
Source: Spendmapp by Geografia (2024)

Visitor Economy

At 79.9 per cent of the local economy, Visitor Local Spend in December 2024 was higher than the average share for metropolitan LGAs (59.9 per cent).

Visitor spending is important for almost all LGAs, but it comes with risks. For example, economic resilience relies on some stability and diversity and visitor spending can be both volatile and concentrated in just one or two Expenditure Categories. Initiatives should focus on smoothing out the volatility and broadening the range of goods and services purchased.

Visitors spent $60.3 million on Consumer Staples in the City of Fremantle. This was 41.5 per cent of all visitor spending in December 2024. $70.9 million (48.9 per cent) was in Discretionary and $13.9 million (9.6 per cent) in Services and Other (Figure 6). By spend, Hamilton Hill was the largest source of visitor spending, counting for 6.6 per cent of total Visitor Local Spend (Figure 7).

Figure 6: Share of Visitor Local Spend by Expenditure Category
Source: Spendmapp by Geografia (2024)

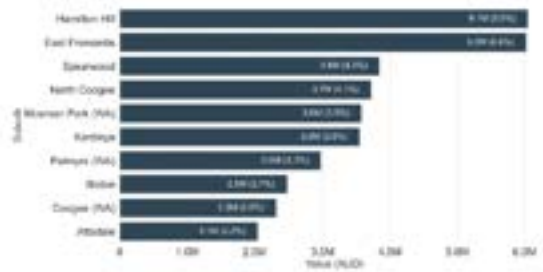


Figure 7: Top 10 Visitor Origin suburbs in December 2024
Source: Spendmapp by Geografia (2024)

Fremantle City Centre

Central Fremantle is the primary employment hub in the LGA, accounting for 48 per cent of total local jobs (approximately 13,189 jobs). The area has a strong concentration of jobs in Health Care and Social Assistance, Public. Administration, and Accommodation and Food Services.

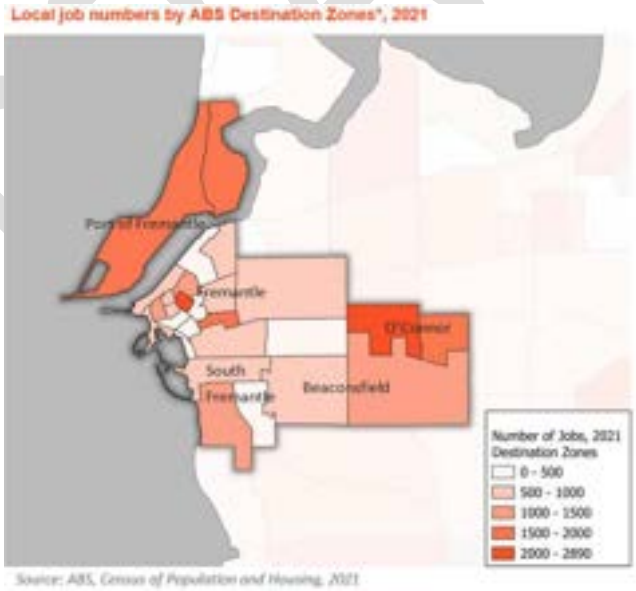
The high number of health, education, and government roles reflects Fremantle's role as a major civic, health, and service centre, while hospitality and tourism also play a significant role in the local economy.

In 2021, around 2 in 3 jobs in the City of Fremantle were in the Fremantle SA2 (18,797 jobs). Fremantle - South SA2 supported 4,597 jobs and O'Connor (WA) supported 4,571 jobs in the same year.

The largest specific job nodes were Fremantle central area where approx. 13,000 people stated they worked in the 2021 Census (including 2,722 workers in the Walyalup Koort central zone and 1,814 at Fremantle's health precinct; O'Connor Industrial Precinct with approx. 4,589 workers; and the Inner Harbour with approx. 2,377 workers).

Walyalup Koort central zone clearly had the largest growth in employment between 2016 and 2021 largely due to the opening of the relocated Department of Communities head office. However, there was also growth in professional services and hospitality.

The second largest employment growth was at Fremantle's health precinct and third largest in the area adjacent to the health precinct. Some locations saw worker declines but may have been impacted by COVID policies still in effect in 2021.



Industries such as Professional Scientific and Technical Services, Financial Services and, in the base of Fremantle SA2, Information Media experienced strong business growth across the LGA. Business growth was particularly strong in the Fremantle – South SA2 where numbers grew 19 per cent between 2019 and 2024, compared to 10 per cent for Fremantle SA2 and O'Connor SA2.

There was strong growth in non-residential building approvals in Fremantle SA2, driven by major retail, education, health and accommodation investments.

Number of local jobs by ABS Destination zones, 2021

Persons, ASGS2016 SA2, DZN2021

SA2	Destination Zone	Local Jobs - 2021
O'Connor (WA)	511671184	2,879
Fremantle	511651181	2,722
Fremantle	511651188	1,814
O'Connor (WA)	511671189	1,710
Fremantle	511650001	1,615
Fremantle	511651169	1,557
Fremantle - South	511661193	1,495
Fremantle	511651183	1,261
Fremantle	511651178	1,205
Fremantle - South	511661198	1,123

Source: ABS, Census of Population and Housing, 2021

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City Centre Vacancy

High Street has the highest concentration of vacancies, accounting for 18 per cent of the total, with 30.9 per cent of upper-floor vacancies also located here.

William Street, particularly the Fremantle Malls complex, represents 12.3 per cent of vacancies. Adelaide Street follows closely with 10.7 per cent, with the old Woolworths site being a significant vacant space. Collie Street shows 9 per cent vacancy, with 11 of its 20 tenancies currently unoccupied.

In terms of upper-floor spaces, many are small office suites under 30sqm, commonly found in older buildings along High and Market Streets. Market Street alone accounts for 27.3 per cent of upper-floor vacancies.

These patterns suggest challenges in attracting tenants to smaller office spaces and older properties, alongside opportunities for revitalisation and adaptive reuse to meet changing business and community needs.

Source: City of Fremantle Business and Vacancy Audit 2024

Visitation

Central Fremantle is visited by more than 1.8 million people annually including residents, workers and tourists and equates to a total number of 39.7 million visits. The City Centre experiences a small increase in visitation on weekends.

- Total Visits: 39.7 million
- Visitors: 1.8 million
- Average Dwell Time: 117 minutes
- Peak Days: Slight upward trend Fri-Sun

Source: Pathzz 23-24 Data

Spending

During 2023/24, central Fremantle recorded a total local spend of $791 million (47 per cent of Fremantle). Of this, 17 per cent was attributed to local residents, while 83 per cent came from visitors. This strong economic activity reflects the pivotal role central Fremantle plays with both weekday and weekend trade and the precincts role as a destination beyond the LGA boundary.

Top visitor spending suburbs include those in close proximity (East Fremantle, Hamilton Hill and Mosman Park). The highest expenditure was Dining and Entertainment (39 per cent or $315 million), followed by Specialised and Luxury Goods (18.1 per cent or $144 million), indicating strong demand for independent retail, hospitality and experiential offerings.

Expenditure:	Visitor/local spend:	Resident spend:	Category breakdown:
$791 million	Visitors: $658 million (83 per cent)	Within Fremantle: $114.4 million (22.9 per cent)	Dining and Entertainment: $315 million (39.8 per cent)
	Local residents: $133 million (17 per cent)	Outside Fremantle: $202.6 million (40.7 per cent)	Specialised and Luxury Goods: $144 million (18.1 per cent)
		Online: $180.8 million (36.3 per cent)	Professional Services: $94.7 million (12 per cent)

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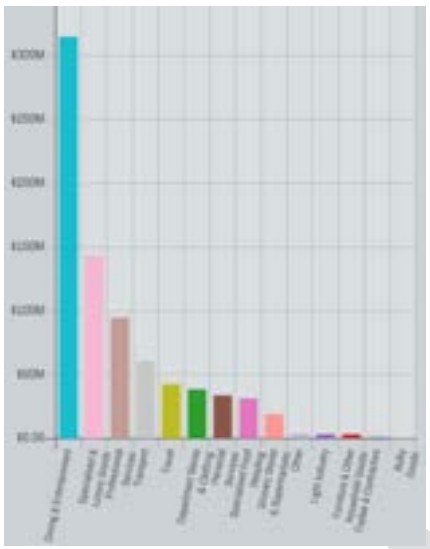
Categorised expenditure: Central Fremantle FY23/24



Source: Spendampp by Geografia

Central Fremantle: expenditure types FY23/24

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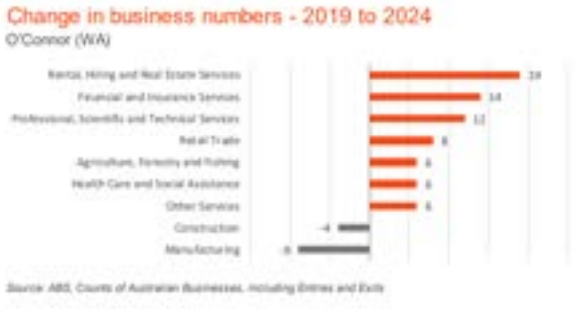
O'Connor

O'Connor (WA) plays an important role in Fremantle's economy, accounting for 17 per cent of total local jobs (approximately 4,571 jobs). The area has a strong industrial profile, with manufacturing alone representing nearly 24 per cent of all local jobs in the suburb. This is followed by retail trade (17 per cent) and construction (13 per cent), reflecting the concentration of light industry, trade services, and commercial activity in the area. O'Connor's economic structure supports a diverse workforce and contributes significantly to the city's industrial output.



Visitation

O'Connor is visited by more than 1.2 million people (20.9 million visits) annually (2023/24 Pathzz pedestrian data). This includes residents, workers and those travelling through O'Connors arterial road network. Due to the industrial nature of O'Connor weekdays see the largest numbers of visitors.

Saturday sees a modest drop from weekday visitation with Sunday seeing a 33 per cent reduction compared to midweek visitation. More than 75 per cent of O'Connors visitation occurs between 5am and 5pm reflecting its industrial and large format retail offering.

- Total Visits: 20.9 million
- Visitors: 1.2 million
- Average Dwell Time: 43 minutes
- Peak Days: Mon-Fri

Source: Pathzz 23-24 data

Spending

During 2023/24, O'Connor recorded a total local spend of $398 million. Of this, 16 per cent was attributed to local residents, while 84 per cent came from visitors. Only 0.5 per cent of total spend came from O'Connor residents. This strong economic activity 23.6 per cent reflects the light industrial and large format retail nature of O'Connors business mix. Top visitor spending suburbs include those in close proximity (East Fremantle, Hamilton Hill and Spearwood). The highest expenditure was Bulky Goods ($91.1 million or 22.9 per cent), followed by Specialised and Luxury Goods ($72 million or 18.1 per cent), indicating strong demand for large format retail.

Source: Spendampp by Geografia

Expenditure:	Visitor/local spend:	Resident spend:	Category breakdown:
$398 million	Visitors: $334 million (84 per cent)	Within Fremantle: $4.4 million (14.2 per cent)	Bulky Goods $91.1 million (22.9 per cent)
	Local residents: $64 million (16 per cent)	Outside Fremantle: $12 million (38.7 per cent)	Specialised and Luxury Goods $72 million (18.1 per cent)
		Online: $14.6 million (47 per cent)	Travel $67.5 million (16.5 per cent)
			Household $58 million (14.6 per cent)

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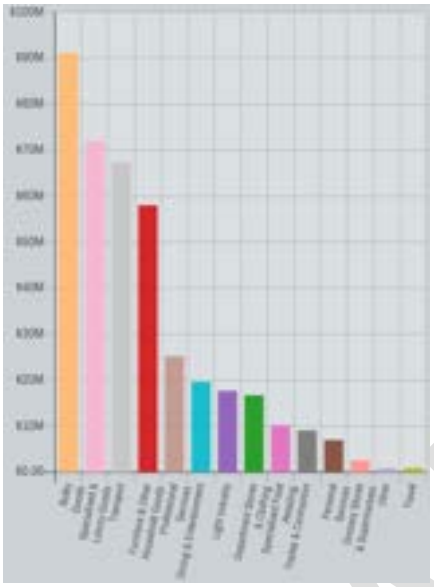
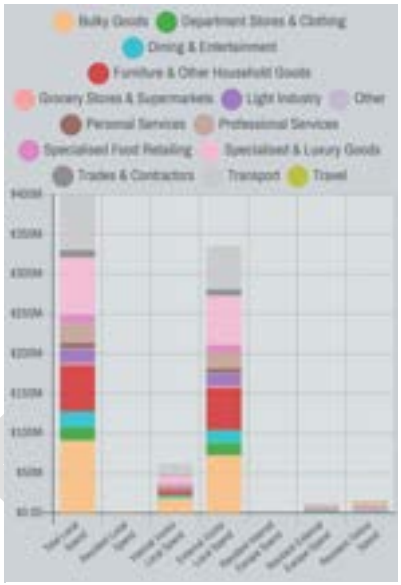
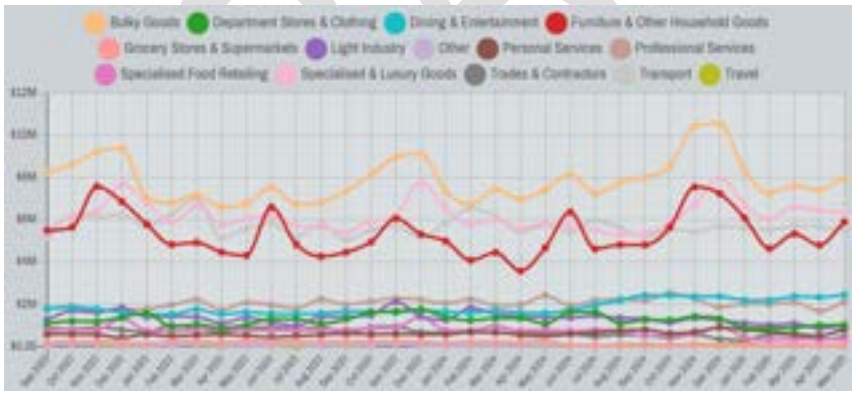


Expenditure ($ million) in O'Connor by category for the financial year 2023/24



Expenditure ($ million) in O'Connor by type for the financial year 2023/24



O'Connor Expenditure ($ million) category time series (Sep 2022 – May 2025)

Source: Spendampp by Geografia

North Fremantle (and Inner Harbour)

Fremantle's inner harbour supported 9 per cent of total local jobs in 2021. However, the area contributes substantially more in terms of economic value and brings in visitation to the centre of Fremantle via Cruise Ship visits and attractions located at the Harbour (e.g. the WA Maritime Museum). Employment is naturally concentrated in Transport which represented just over 60 per cent of all jobs in 2021. Hospitality and Education (South Metropolitan TAFE) are the next largest employing industries.

Visitation

North Fremantle (and Inner Harbour) is visited by more than 1.2 million people (21.3 million visits) annually (2023/24 Pathzz pedestrian data). This includes residents, workers, visitors and those travelling through arterial road network. Visitation to North Fremantle is evenly split across weekdays and weekends but is heavily skewed towards daytime visitation (5am -5pm represents 70 per cent of total visitation) which is reflective of a relatively small nighttime economy in the precinct.

- Total Visits: 21.3 million
- Visitors: 1.2 million
- Average Dwell Time: 74 minutes
- Peak Days: evenly split Mon-Sun

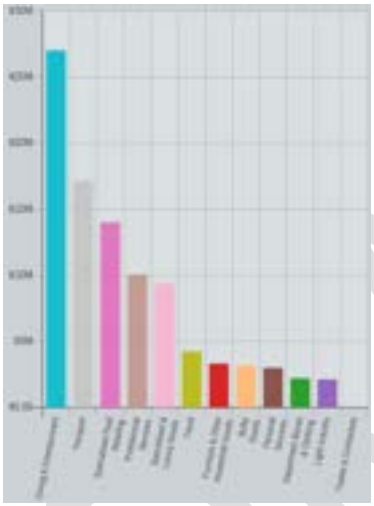
Source: Pathzz 23-24 data

Spending

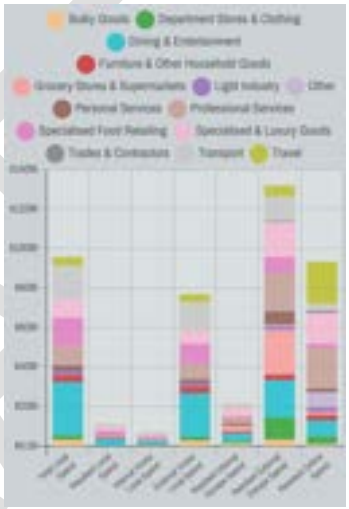
During 2023/24, North Fremantle recorded a total local spend of $95.7 million. Of this, 19 per cent was attributed to local residents, while 80 per cent came from visitors. 11.8 per cent of total spend came from North Fremantle residents. This modest economic activity (5.7 per cent of Fremantle total) reflects the relatively small number of businesses within the precinct in particular the lack of any supermarket. Top visitor spending suburbs include those in close proximity (Mosman Park, Cottesloe

and East Fremantle). The highest expenditure was Dining and Entertainment ($27 million or 28.2 per cent), followed by Transport ($17.1 million or 17.9 per cent).

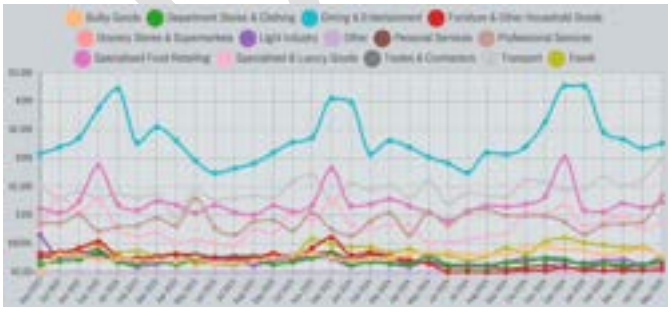
Expenditure:	Visitor/local spend:	Resident spend:	Category breakdown:
$95.7 million	Visitors: $76.8 million (80 per cent)	Within Fremantle: $32.8 million (12.7 per cent)	Dining and Entertainment $27 million (28.2 per cent)
	Local residents: $18.3 million (19 per cent)	Outside Fremantle: $131.9 million (51.2 per cent)	Transport $17.1 million (17.9 per cent)
		Online: $93.4 million (36.2 per cent)	Specialised Food Retailing and Luxury Goods $14 million (14.6 per cent)



North Fremantle expenditure by category FY23/24



North Fremantle expenditure by type FY23/24



North Fremantle Expenditure ($ million) category time series (Sep 2022 – May 2025)

Source: Spendampp by Geografia

South Fremantle

South Fremantle accounts for 8 per cent of total local jobs (approximately 2,300 jobs), with a job mix centred mainly around hospitality (1 in 3 jobs).

However, the rest of the economy is quite diverse with a spread across population servicing industries (Education and Training, Health Care and Social Assistance), blue collar (Manufacturing, Transport) and white collar (Professional Services) areas.

Visitation

South Fremantle is visited by more than 857,000 people (13.8 million visits) annually (2023/24 Pathzz pedestrian data). This includes residents, workers, visitors and those travelling through arterial road network. Visitation to South Fremantle is skewed towards weekends with 50 per cent of total visitation occurring between Fri-Sun. This reflects the popular dining and entertainment along South Terrace, retailing (both specialised and supermarket) and the recreational amenity of the South Beach area.

- Total Visits: 13.8 million
- Visitors: 857,000
- Average Dwell Time: 67 minutes
- Peak Days: Weekend

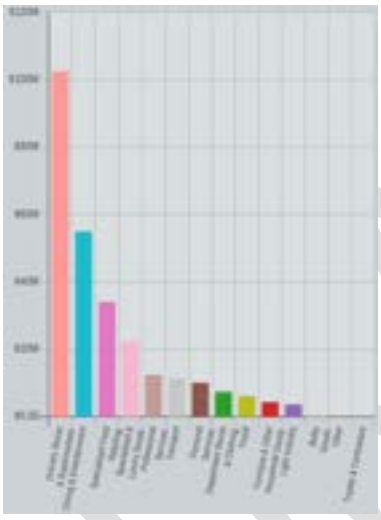
Source: Pathzz 23-24 data

Spending

During 2023/24, South Fremantle recorded a total local spend of $269.3 million. Of this, 36 per cent was attributed to local residents which reflects the strong affinity Fremantle residents have with the precinct. The remaining spend (64 per cent) came from visitors which is significantly lower than in other precincts. Given the visitation numbers, the economic activity of South Fremantle is significant (15.9 per cent of total in Fremantle). Top external visitor spending suburbs include those in close proximity

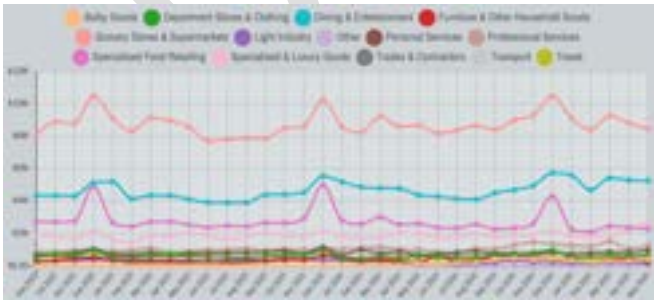
(Hamilton Hill, North Coogee, Spearwood and East Fremantle). The highest expenditure category was Grocery Stores and Supermarket ($102 million or 38 per cent) followed by Dining and Entertainment ($54.9 million or 20.4 per cent), and Specialised Food Retailing ($34 million or 12.6 per cent).

Expenditure:	Visitor/local spend:	Resident spend:	Category breakdown:
$269 million	Visitors: $172,3 million (64 per cent)	Within Fremantle: $32.8 million (12.7 per cent)	Grocery Stores and Supermarkets $102 million (38 per cent)
	Local residents: $96.8 million (36 per cent)	Outside Fremantle: $131.9 million (51.2 per cent)	Dining and Entertainment $54.9 million (20.4 per cent)
		Online: $93.4 million (36.2 per cent)	Specialised Food Retailing and Luxury Goods $34 million (12.6 per cent)



South Fremantle expenditure by category

South Fremantle expenditure by type



South Fremantle Expenditure ($ million) category time series (Sep 2022 – May 2025)

Source: Spendampp by Geografia

Hilton

Hilton accounts for 5.4 per cent of total local jobs (approximately 1500 jobs), with a job mix centred mainly around Education and Training and Health Care and Social Assistance both accounting for 23 per cent of total jobs.

Other notable sectors include Accommodation and Food Services (12 per cent) largely down to the presence of Coles supermarket, and Construction (7 per cent).

Industry	Jobs	Percentage
Agriculture, Forestry and Fishing	7	0.46
Mining	8	0.53
Manufacturing	55	3.67
Electricity, Gas, Water and Waste Services	3	0.2
Construction	101	6.75
Wholesale Trade	25	1.67
Retail Trade	93	6.22
Accommodation and Food Services	182	12.17
Transport, Postal and Warehousing	22	1.47
Information Media and Telecommunications	9	0.6
Financial and Insurance Services	3	0.2
Rental, Hiring and Real Estate Services	4	0.26
Professional, Scientific and Technical Services	62	4.14
Administrative and Support Services	34	2.27
Public Administration and Safety	27	1.8
Education and Training	342	22.87
Health Care and Social Assistance	344	23.01
Arts and Recreation Services	34	2.27
Other Services	52	3.47
Industry not classified	74	4.94
Total industries	**1495**	**100**

Source: Australian Bureau of Statistics, Census of Population and Housing 2021.

Visitation

Hilton is visited by more than 1.1 million people (19.9 million visits) annually (2023/24 Pathzz pedestrian data). This includes residents, workers, visitors and those travelling through arterial road network (South St). Visitation to Hilton is stable every day of the week and visitation times are weighted towards daytime (70 per cent visit between 5am-5pm).

- Total Visits: 19.9 million
- Visitors: 1.1 million
- Average Dwell Time: 55 minutes
- Peak Days: Evenly split

Source: Pathzz 23-24 data

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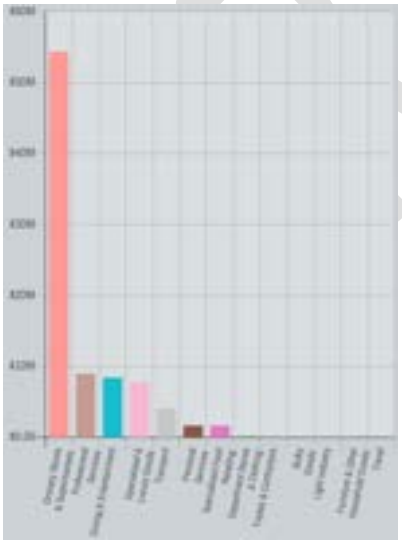
Spending

During 2023/24, Hilton recorded a total local spend of $99.4 million. Of this, 40.7 per cent was attributed to local residents. Visitor spend in the area over the same period was 59.3 per cent. Top external visitor spending suburbs include those in close proximity (Hamilton Hill, Kardinya, Spearwood and East Fremantle). The highest expenditure by a considerable margin was Grocery Stores and Supermarket ($54.3 million or 62.4 per cent) largely down to the opening of Coles in June 2023.

Expenditure:	Visitor/local spend:	Resident spend:	Category breakdown:
$99.4 million	Visitors: $58.9 million (59.3 per cent)	Within Fremantle: $39.4 million (25.2 per cent)	Grocery Stores/Supermarkets: $54.3 million (62.4 per cent)
	Local residents: $40.5 million (40.7 per cent)	Outside Fremantle: $67 million (42.9 per cent)	Professional Services: $9 million (10.1 per cent)
		Online: $49.8 million (31.9 per cent)	Dining/Entertainment $8.4 million (9.7 per cent)

FY23-24

Hilton expenditure by category



Hilton expenditure by type

Hilton Expenditure ($ million) category time series (Sep 2022 – May 2025)

Source: Spendampp by Geografia

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Beaconsfield

Beaconsfield accounts for 2.7 per cent of total local jobs (approximately 750 jobs), with a job mix centred mainly around Education and Training (37 per cent) and Health Care and Social Assistance (22 per cent) of total jobs. Other notable sectors include Retail Trade (11 per cent).

Industry	Jobs	Percentage
Agriculture, Forestry and Fishing	5	0.67
Mining	0	0
Manufacturing	23	3.09
Electricity, Gas, Water and Waste Services	0	0
Construction	35	4.71
Wholesale Trade	8	1.07
Retail Trade	83	11.17
Accommodation and Food Services	27	3.63
Transport, Postal and Warehousing	4	0.53
Information Media and Telecommunications	5	0.67
Financial and Insurance Services	3	0.4
Rental, Hiring and Real Estate Services	3	0.4
Professional, Scientific and Technical Services	29	3.9
Administrative and Support Services	12	1.61
Public Administration and Safety	7	0.94
Education and Training	278	37.41
Health Care and Social Assistance	166	22.34
Arts and Recreation Services	17	2.28
Other Services	29	3.9
Industry not classified	21	2.82
Total industries	**743**	**100**

Source: Australian Bureau of Statistics, Census of Population and Housing 2021.

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Visitation

Beaconsfield is visited by more than 947,000 people (17.1 million visits) annually. This includes residents, workers, visitors and those travelling through arterial road network (South St). Visitation to Beaconsfield is even every day of the week and visitation times are weighted towards daytime (67 per cent visit between 5am-5pm).

- Total Visits: 17.1 million
- Visitors: 947,000
- Average Dwell Time: 68 minutes
- Peak Days: Evenly split

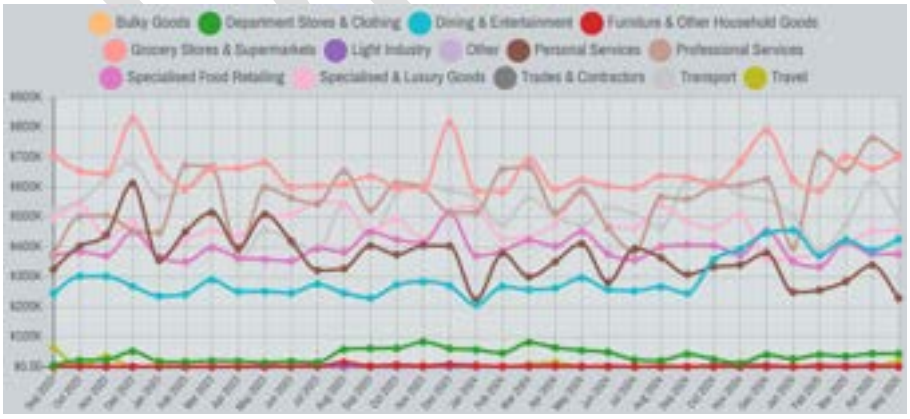
Source: Pathzz 23-24 data

Spending

During 2023/24, Beaconsfield recorded a total local spend of $39.6 million. Of this, 37.8 per cent was attributed to local residents. Visitor spend in the area over the same period was 62.2 per cent. Top external visitor spending suburbs include those in close proximity (Hamilton Hill, Spearwood and North Coogee). The highest expenditure by a considerable margin was Grocery Stores and Supermarket ($7.5 million or 19 per cent), followed by Professional Services and Transport.

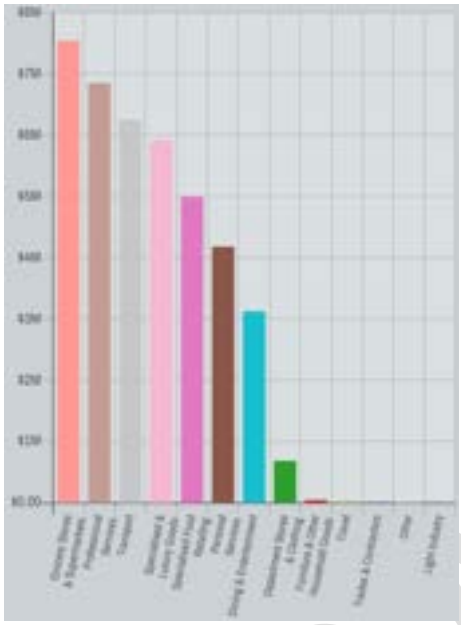
Expenditure:	Visitor/local spend:	Resident spend:	Category breakdown:
$39.6 million	Local Residents: $15 million 37.8 per cent)	Within Fremantle: $64.3 million (26.4 per cent)	Grocery Stores/Supermarkets $7.5 million (19 per cent)
	Visitors: $24.6 million (62.2 per cent)	Outside Fremantle: $91.6 million (37.5 per cent)	Professional Services: $6.8 million (17.3 per cent)
		Online: $88.1 million (36.1 per cent)	Transport: $6.2 million (15.8 per cent)

Beaconsfield Expenditure ($ million) category time series (Sep 2022 – May 2025)

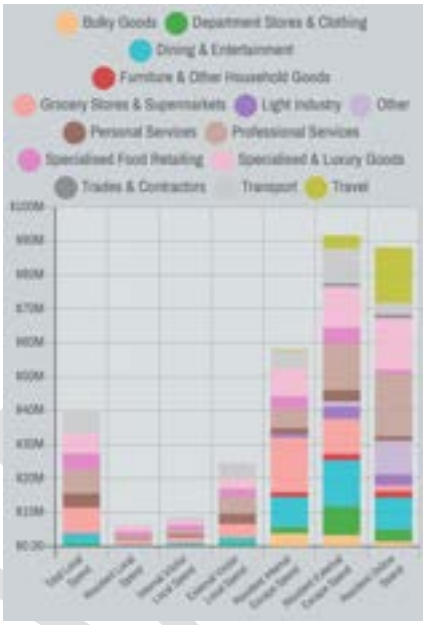


FY23-24

Beaconsfield expenditure by category



Beaconsfield expenditure by type



Source: Spendampp by Geografia

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Business Sentiment

Economic outlook

Businesses in the City of Fremantle are more optimistic about economic conditions in the short term than they are the long term. Almost half (48 per cent) anticipate stronger economic conditions over the upcoming quarter, while one in five (19 per cent) expect weaker conditions.

For the year ahead, only 14 per cent are expecting conditions to improve, with the same proportion anticipating weaker conditions – encouragingly, the proportion expecting weaker conditions has declined 18 percentage points from the previous quarter.

Compared with the rest of WA, businesses in the City of Fremantle are more optimistic about conditions in the short term (7 percentage points higher) but lag behind the state's outlook over the next 12 months (13 percentage points lower).

Barriers to business

Rising costs and labour shortages remain the biggest barriers over the next 12 months for businesses in the City of Fremantle. A significant 81 per cent cited rising operating costs as a major barrier – down five percentage points from last quarter – while 71 per cent reported the availability of skilled labour. Other key barriers include government regulation (43 per cent), a lack of housing for workers (19 per cent) and international trade tensions (19 per cent).

Compared to WA businesses overall, a greater proportion of businesses in the City of Fremantle identified rising operating costs, labour shortages and regulation burdens as barriers. In contrast, fewer reported weaker demand as a concern.

Business plans

The most popular action businesses in the City of Fremantle are taking to help grow their business over the next 12 months remains improving their digital presence, with more than half (55 per cent) reporting this.

Expanding within WA (40 per cent), adopting new technologies (20 per cent) and responding to evolving social trends (20 per cent) are also high on the agenda.

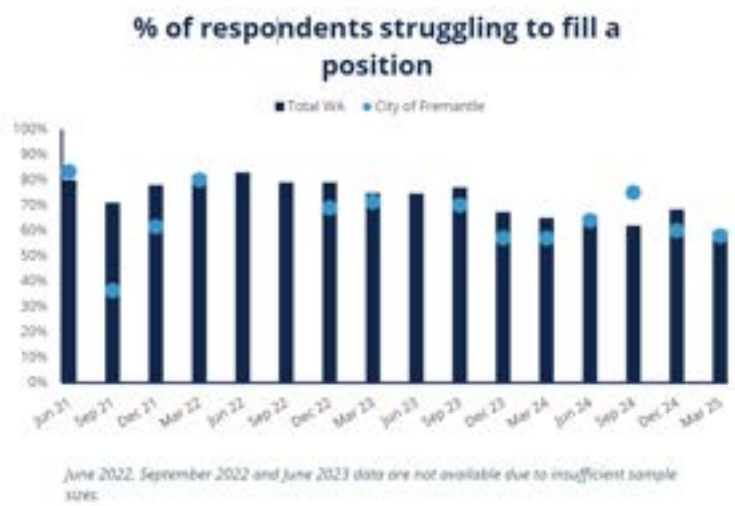
Compared with businesses overall, a greater proportion of businesses in the City of Fremantle intend to improve their digital presence, expand within WA, respond to evolving social trends and expand overseas. In contrast, significantly fewer plan to adopt new technologies and invest more in diversity and inclusion.

Expand overseas is an interesting statistic with a significantly higher rate than WA. This suggests the respondents to the survey represent a highly specialised business mix who know their skills, products and services are in demand internationally.

Skilled labour shortages

Hiring challenges persist for businesses in the City of Fremantle, with almost three in five (58 per cent) businesses indicating they struggled to hire workers over the quarter. While still high, this marks the second consecutive quarter of improvement and is the lowest proportion reporting this since the same period last year.

This result closely mirrors the broader WA landscape, with three in five (60 per cent) WA businesses reporting hiring difficulties this quarter.



Data source: CCIWA from 21 respondents, March 2025

Key Industry Sectors

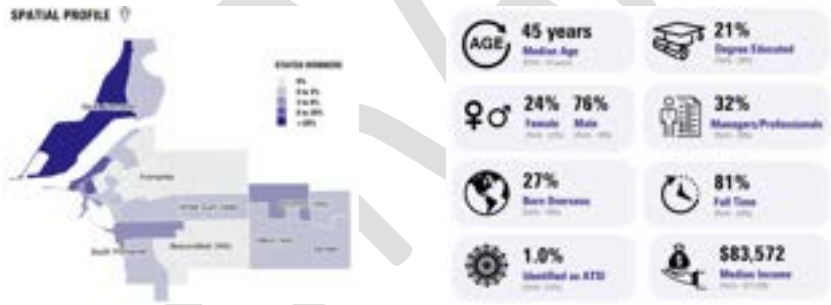
Blue Economy

The blue economy refers to the sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of the ocean ecosystem. It encompasses various sectors including marine transport, fisheries, aquaculture, renewable energy, tourism, and more. It balances commercial growth and the protection of the ocean's ecology.

There is a recognition of the considerable 'blue' economic assets that Fremantle and the region hold, and that there is a potential to be more strategic about how they are positioned and utilised to achieve significant economic and environmental outcomes.

Currently supporting approximately 2,261 jobs within the City of Fremantle, marine based industries are a significant contributor to the City's local economy and a strong foundation upon which to grow Fremantle's innovation capabilities and unique knowhow.

When viewed within the context of the Southwest Group of LGA's marine based economic assets and the Western Australian Trade Coast, there is a significant opportunity to position Fremantle, and Western Australia more broadly, as a centre of excellence for sustainable blue economy innovation in the Indian Ocean Rim, plugging into a growing sector that is forecast to contribute $100 billion per annum to Australia's economy by 2025. By 2030, the global ocean economy is expected to double in value to $3 trillion, outpacing the growth of the broader global economy by almost 20 per cent.



Source: Economy ID Informed Custom Report 2025

Sub-Sectors

While the blue economy is diverse, Fremantle must identify and prioritise its unique strengths to drive job creation, attract businesses, and establish itself as a hub for the sector. By focusing on its distinctive expertise and competitive advantages, Fremantle can support the growth of companies moving to the area and strengthen its position as a leader in the blue economy.

To remain a leader in naval architecture and shipbuilding while advancing marine environment regeneration, investment in research and development is essential. Universities and TAFEs must provide industry-aligned programs and cutting-edge research to safeguard fragile ecosystems, support sustainable growth, and ensure the long-term resilience of Fremantle's coastal environments.

The blue economy and related industries all rely on a healthy marine environment. These marine-dependent sectors play a vital role in the economic and social well-being of communities, shaping local industries and daily life. Their economic stability has significant ripple effects, influencing broader economic activity and the social fabric of Fremantle.

Changes in the marine environment, especially those driven by climate change, present significant risks. As these challenges intensify, the need for proactive and effective adaptation strategies becomes ever more critical to ensure the resilience and long-term sustainability of the industries that depend on the marine environment.

Subspecialties

01. Maritime Servicing and Engineering

Fremantle is home to a strong maritime servicing and engineering sector, backed by a variety of specialised companies, institutions, and a deep maritime heritage. With a long history as a hub for shipping and marine-related activities, Fremantle has earned its reputation as a key player in the industry due to its strategic location and established infrastructure.

Proximity to major ports: Fremantle is home to one of Western Australia's busiest ports, offering direct access to shipping lanes and a vital link for trade and logistics.

Skilled workforce: The region benefits from a highly skilled workforce, including a strong pool of engineers, technicians, and maritime professionals, supported by local training institutions and universities.

Industry ecosystem: Fremantle already has a thriving maritime industry, with established companies in shipbuilding, repairs, and marine technology, creating a robust network of businesses and services including naval architects, maritime construction and marine pilots.

Infrastructure and facilities: The city has state-of-the-art facilities, including shipyards, dry docks, making it a prime location for maritime servicing, engineering, and innovation.

Access to global markets: Fremantle's location provides easy access to international markets, facilitating the movement of goods and services while supporting global supply chain.

Key institutions and infrastructure:

- South Metropolitan TAFE – Fremantle Campus: This campus features comprehensive training facilities and state-of-the-art equipment for specialised courses across maritime, engineering, and marine industry areas.
- Fremantle Ports: Western Australia's largest and busiest general cargo port, operating through two harbours and facilitating trade vital to the state.
- TAMS Marine offers comprehensive engineering solutions, including repairs, modifications, and upgrades for vessels.
- Blue HQ and SFM Marine provides commercial and recreational vessel refit, repair and upgrades.
- World-class maritime simulator preparing future shipmasters, officers and engineers for their maritime careers.

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02. Marine Technology and Innovation

Fremantle is home to established and emerging businesses advancing marine technologies supported by a combination of local industry expertise, research institutions, and innovative businesses looking to tackle the challenges of the blue economy.

The city's marine technology sector is heavily invested in blue economy innovations, such as renewable energy technologies (e.g., tidal and wave energy), aquaculture solutions, and marine environmental monitoring systems.

Fremantle is attracting marine-focused startups and technology firms that are exploring new ways to integrate digital solutions with maritime services. This includes developments in autonomous vessels, smart port technologies, and digital platforms for marine and defence logistics.

Fremantle is becoming increasingly known for its commitment to sustainable maritime practices, from reducing emissions in shipping to developing eco-friendly shipbuilding techniques.

Operational companies in Fremantle:

- L3Harris: Builds, delivers, maintains and supports complex systems and equipment for Australia and for export, supporting the Australian Industry Capability strategy.
- Greenroom Robotics: Develops advanced AI and robotics software that bridges the gap between human expertise and autonomous capabilities.
- Hyperion Systems: Advanced 3D printing process that produces sizeable, high-quality components with speed and precision for sectors like marine, construction, Defence, and education.
- For Blue: Develops innovative solutions that promote a healthier and more sustainable relationship between the maritime industry and the environment. Provides expertise in areas such as marine research, ocean conservation technology, and sustainable resource management.
- Carnegie Clean Energy: Developer of the CETO® technology, which captures energy from ocean waves and converts it into electricity.
- IMC Naval Architects: Naval architecture and marine engineering consultancy servicing the global commercial, private and defence sectors.
- AMI Marine and Offshore Excellence: Specialist agent for service, supply and survey of Defence, Government, Commercial Vessels and premium Superyachts.

03. Marine Tourism and Conservation

With its scenic waterfront, bustling port, and proximity to Rottnest Island, marine parks and wildlife reserves, Fremantle offers a diverse range of marine tourism experiences that attract local, domestic and international visitors.

Visitor activities include:

- Harbor and coastal cruises
- Bather's Beach
- Maritime history museums and exhibitions
- Fishing and aquaculture
- Water sports and recreation
- Marine wildlife tours
- Sailing and boating
- Visiting domestic and international cruises
- Seafood gastronomy

Restoration activities: Sand (beach) nourishment in 2021 provided a buffer against storm erosion to a tolerable erosion hazard risk to protect the existing assets and generally maintain Port Beach amenities.

04. Sustainable aquaculture

Fremantle is a hub for both commercial and recreational fishing, with the Fremantle Fishing Boat Harbour serving as a key location for both.

The WA seafood industry generates more than a billion dollars for the State's economy annually and employs about 6,000 people in direct and indirect jobs connected to commercial fishing and aquaculture activity.

Fremantle is home to innovative aquaculture farming techniques that prioritise both sustainability and efficiency through programs like the Department of Primary Industries and Regional Development Marine Fish Hatchery, which looks at yellowtail kingfish and barramundi nutrition, health and disease resistance.

A major focus of a number of businesses is the replacement of marine ingredients in aquafeeds through ultra-sustainable alternative ingredients that reduce or eliminate fish meal and fish oil inclusions in aquafeeds.

Infrastructure

Fremantle Fishing Boat Harbour: A working harbour that caters for commercial operators and recreational vessels with service jetties and wharves, refuelling and maintenance facilities, public toilets and parking.

The harbour also has safe and convenient vessel accommodation that provides easy access to Rottnest, Carnac and Garden Island.

Fremantle Sailing Club: An integral part of Fremantle's maritime community, offering high-quality sailing experiences, fostering youth participation, hosting international events, and promoting environmental sustainability

Operational Companies

Fremantle Seaweed: Specialises in the sustainable harvest and production of seaweed products. Their focus is on providing high-quality, sustainable seaweed for various industries, including food, cosmetics, agriculture, and even environmental application.

Fremantle Octopus: Seafood company that specialises in the sustainable harvest of octopus, with a focus on providing high-quality products while supporting marine conservation.

Seastock: Creates global marine science solutions to produce and extract compounds derived from seaweed and algae.

Western Rock Lobster: Western Australian Rock Lobster fishery achieved a historic milestone by becoming the first fishery in the world to be certified as ecologically sustainable by the Marine Stewardship Council.

Marine Fish Hatchery: The hatchery in Victoria Quay supplies commercial quantities of juvenile barramundi to Marine Produce Australia (part of the Barramundi Group) in Derby and have domesticated yellowtail kingfish broodstock populations for the emerging industry.

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Creative and Immersive Economy

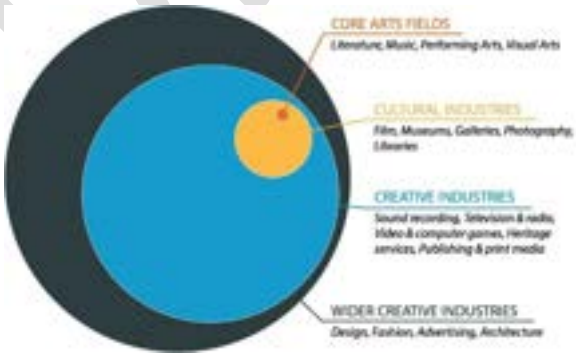
Fremantle's creative economy is a major driver of its identity, cultural vibrancy, and economic growth. The city has long been a hub for artists, musicians, filmmakers, designers, and other creative professionals, with a strong reputation as a centre for innovation and cultural production. It also spearheads innovation which is the primary drover of economic growth in a knowledge-based economy.

In 2016, the Australian creative economy was estimated to contribute $11.7 billion to the economy and employed 868,098 people or 8.1 per cent of the total Australian workforce. It is important to note this includes embedded creatives working in non-creative industries.

Major Contributors

- Fremantle has a rich and growing First Nations creative scene, deeply rooted in Noongar culture and storytelling. First Nations artists, performers, and cultural practitioners contribute significantly to the city's identity, shaping its visual, performing, and literary arts landscape.
- Fremantle has the longest running street arts festival in Australia, which is the largest of its kind in Australasia.
- Fremantle Arts Centre turned 50 in 2023 and is the longest running art centre in Australia, in 2021 it engaged with 300,000 members of community.
- $3+ million is the estimated value of the City of Fremantle Art Collection which turned 65 years old in 2023.
- Leading the country in the number of independent film productions is WA, and Fremantle is home to the highest concentration of documentary and factual television production houses and key filmmakers in WA.
- Fremantle Library since reopening in 2021 has had 249,546 visitors and an increase in visits of 120 per cent. The Fremantle Library was established as WA's first free lending library in 1949.
- Several heritage-listed buildings have long been prioritised as cultural amenities for artists, creatives, and the community in Fremantle, including Fremantle Art Centre, The Moores Buildings, Old Fremantle Boys School (DADAA), Victoria Hall, J-Shed, Mrs Trivetts Lane cottages, Captain Lane cottages and Kidogo Art House.

Source: City of Fremantle Arts, Culture and Creative Strategy 2024



The Creative Economy - Pracsys Fremantle Creative Economy Study 2024

Using ABS POW data for the City of Fremantle and other LGA's in the Southern Corridor the nature of this economy and its significance can be described. As of 2021 Fremantle's creative economy included an estimated 2,310 jobs and contributed $181.8 million directly to the economy.

Within the context of the southwest metro sub-region (SM) roughly 18 per cent of jobs in the creative economy reside in Fremantle. This makes it the third largest contributor after Melville (30 per cent) and Cockburn (26 per cent), however given that Fremantle is the 5th largest in terms of all jobs its contribution shows the strength of this industry.

As of 2021 the SM creative economy included an estimated 12,850 jobs and contributed $1 billion directly to wider economy.

From a creative industry specific perspective roughly 32 per cent of jobs in creative industries existed within Fremantle. This makes Fremantle the largest contributor to creative industries in the sub-region, further validating its strength.

The largest employing creative industry in Fremantle was Architectural services (290 jobs), followed by computer system design (223 jobs) and then creative artists (158 jobs) (

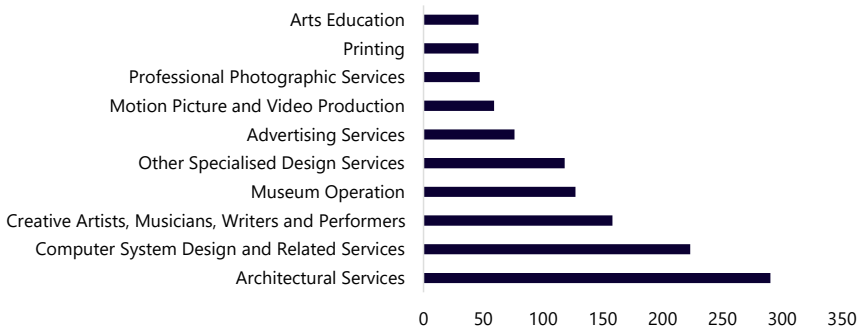


Figure 1). See appendix A for a full breakdown of jobs per industry.

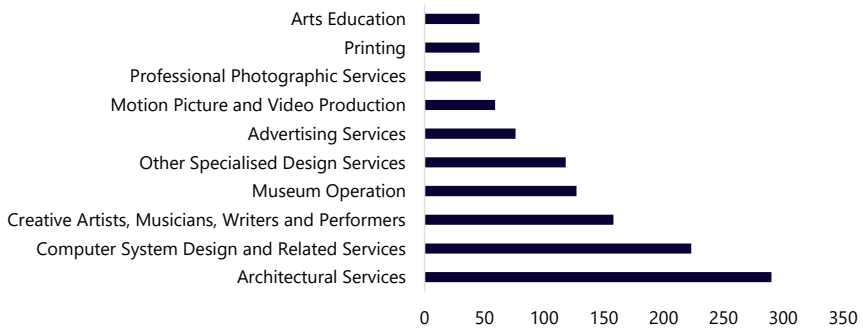
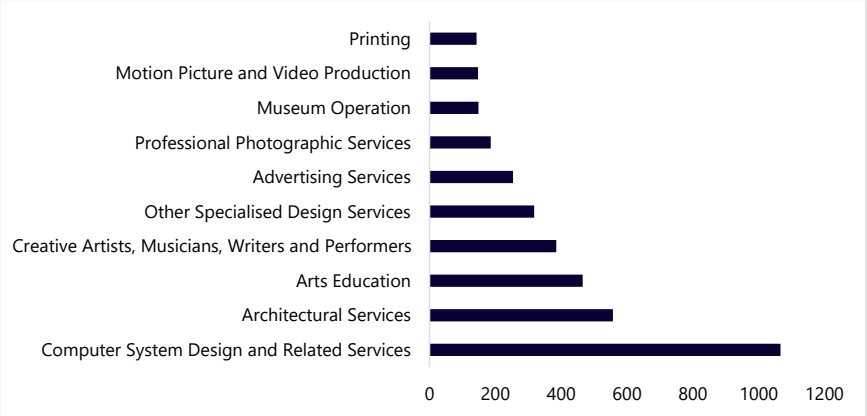


Figure 1. Largest Creative Industries in Fremantle by Employment
Source: Pracsys Fremantle Creative Economy Study 2024

Although it does not contain the most creative industry employment of all SM member governments, there are several industries that entirely or majority exist within Fremantle. Core arts and Cultural industries like museum operation (82 per cent), Free-to-air TV broadcasting (63 per cent), Book Publishing (46 per cent), Performing Arts operation (50 per cent), Sound and Music Publishing (100 per cent) and Creative and Performing Arts Activities (53 per cent) were all example industries located within Fremantle.

Another example is screen production which includes motion picture production and post-production related activities but does not include video exhibition. 62 of the 150 or 42 per cent of screen production jobs were located in Fremantle. Supporting this industry is particularly important as the WA government support for this sector continues to grow. The largest creative industries in the SM are provided below.



Source: Pracsys Fremantle Creative Economy Study 2024
Figure 2. Largest South Metro Creative Industries by Employment

Fremantle demonstrates an interesting characteristic of its creative economy, with the majority (36 per cent) being specialist creatives, meaning creative occupations within creative industries. This deviates from the national trend in the New Approach's study on the Australia Creative Economy in 2020, where embedded creatives were almost twice as common as specialist creatives. This also differs from the regional trend, with the majority of employment occurring in embedded jobs accounted for 63 per cent of creative economy employment. This may reflect that although it does not contain the largest number of creative economy jobs, Fremantle is home to creative professionals that are highly knowledgeable and skilled.

Fremantle		Industries		
		Employed in creative industries	employed in non-creative industries	Total
Occupations	Employed in creative occupations	841	832	1,673
	employed in non-creative occupations	637	non-creative occupations in non-creative industries	
	Total	1,478		2,310

Figure 3. Fremantle Creative Trident (placeholder)
Source: Pracsys Fremantle Creative Economy Study 2024

Film Friendly City

Fremantle maintains a strong creative milieu which has attracted and retained an existing critical mass of film activity over many years and received 53 filming permit applications in 23/24.

The film sector in Western Australia, including the agencies that support it and the businesses that work with in it have long held Fremantle in high regard both in terms of its attractiveness as a filming location and the ease at which film productions can be delivered within our local government area.

When screen production comes to town it can provide a quick injection of revenue to local businesses. Film crews often need accommodation, food and beverage along with other lesser-known benefits like costume and prop sales play a part.

Productions can have long term benefits, boosting local employment, encouraging investment, and generally increasing the Fremantle profile. Filming projects can also create a potentially endless source of tourism opportunities. Capturing a community's appeal like Fremantle on screen can ensure a steady stream of visitors for generations to come.

Startup and Innovation

Fremantle offers the prime environment for startups to thrive, with a vibrant and growing ecosystem supported by government initiatives, private investment, and an experienced, highly skilled workforce.

Over 70 startups in Fremantle valued at $758 million, are pushing boundaries across diverse sectors, including biotech, agritech, wellness and beauty, energy, transportation, innovative food, and fintech. Fremantle offers an ideal launchpad, just 15 minutes from Henderson and 25 minutes from Perth, and is strategically positioned as the gateway to the Western Trade Coast, WA's Global Advanced Industries Hub.

Fremantle is home to a cluster of key organisations and resources that support innovation, providing the recognition and backing needed for your startup to gain visibility and grow. The city also offers direct access to large-scale industries like Fremantle Port, MSC, L3Harris, Austal, SFM Marine, TAMS Group, Spaceagency and Fremantle Hospital, creating unique opportunities for collaboration and expansion.

Influential peak bodies including Walyalup Aboriginal Culture Centre, Immerse Australia, the Fremantle Foundation, Plastic Free Foundation and Design Freo strengthen Fremantle's connections across innovation, sustainability, and social impact sectors. Fremantle is a highly desirable place to live and work—blending coastal lifestyle, rich culture, and a strong sense of community that naturally supports and welcomes new business.

Fremantle is a centre for research and development, with active R&D across health, marine industries, sustainability, and innovation—strengthened by its proximity to leading institutions like the University of Notre Dame, the SMT Maritime Campus, Murdoch University, and Curtin University. Together, they provide startups with access to top talent, research collaboration, and specialised expertise, fostering a thriving innovation ecosystem.

In addition, Fremantle's O'Connor light industrial precinct is home to a cluster of highly skilled workers in the manufacturing and production sectors. This creates a unique community where businesses can connect with experienced professionals to bring their ideas to life and create tangible products.
The city offers a range of support for startups looking to move or relocate to Fremantle, including access to co-working space, mentorship and networking opportunities, connections with industry contacts and investors, and a ticket to the Fremantle Startup Festival. Startups also have access to experienced mentors and business advisors through local networks such as Hub on SX, Business Foundations, and FSpace.

Fremantle's proximity to our Western Trade Coast hub neighbours ensures seamless access to additional infrastructure and resources for scaling.

Propel Program

Propel Fremantle is a program designed to foster innovation, entrepreneurship, and business growth in Fremantle. The program is offering subsidised access to incubators, coaching, mentoring, office space, networks, memberships, legal and accounting services or any other appropriate services identified during the assessment phase.

The program focuses on key growth sectors, including the blue economy, sustainability, immersive and creative technology, aiming to position Fremantle as a hub for forward-thinking enterprises. Propel is supported and funded by a network of ecosystem partners, including the City of Fremantle, Lotterywest, Spacecubed, and other industry stakeholders.

Across the 2023/24 and 2024/25 funding rounds, Fremantle's Propel program has successfully supported 18 startups, helping to accelerate innovation and entrepreneurship in the region. These early-stage ventures have gone on to secure additional investment, form strategic partnerships, and bring new products and services to market—strengthening Fremantle's reputation as a hub for emerging industries. The program has played a pivotal role in nurturing local talent and fostering a culture of creativity and resilience within the startup ecosystem.

Health and Medical Life Sciences

Health Care and Social Assistance is the largest employment sector in the City of Fremantle, supporting 6,494 local jobs in 2023–24. Fremantle plays a key role in supporting Western Australia's ambition to become a global leader in health, medical, and life sciences, with key institutions driving research, education, and clinical innovation across the state.

As part of the Fiona Stanley Fremantle Hospitals Group, Fremantle Hospital is a key public teaching hospital offering a broad range of medical services. It plays an essential role in WA Health's clinical and

research network. Recent upgrades—such as the refurbishment of operating theatres—demonstrate continued investment in high-quality healthcare. A major expansion is currently underway, including the construction of 40 new mental health beds, purpose-built wards, and a 24-hour urgent care service as part of the Fremantle Hospital Redevelopment.

The University of Notre Dame Australia's Fremantle campus is a cornerstone of health and medical education. Its School of Medicine and School of Health Sciences offer programs in medicine, biomedical science, health promotion, and physiotherapy. These programs emphasise hands-on learning through internships in hospitals, clinics, and community health organisations.

The University's Institute for Health Research (IHR), based in Fremantle, leads collaborative research initiatives across various health disciplines. The IHR provides expertise in designing and analysing complex health research, offering support for grant applications, and mentoring health research students.

Fremantle is home to two companies operating in the Biotech Therapeutics and Diagnostics sector, along with the Hospital Research Foundation Group. The Foundation’s presence in Fremantle strengthens its capacity to deliver impactful research, engage meaningfully with the community, and support improvements in regional healthcare.

These institutions collectively underscore Fremantle's role as a dynamic centre for health and medical life sciences, fostering innovation, education, and research that contribute to the advancement of healthcare in Western Australia.

Visitor Economy

The visitor economy is a vital pillar of Fremantle’s economic and cultural identity, driving business activity, job creation, and community vibrancy. As one of Western Australia’s most visited destinations, Fremantle attracts tourists through its unique blend of heritage, arts, culture, dining, retail, and waterfront experiences.

The activity of the visitor economy provides direct revenue for businesses in Fremantle and generates investment in essential services for the community. The community benefits through improvements in public infrastructure and amenities, and enhanced lifestyle opportunities.

Beyond supporting existing businesses, the visitor economy fosters the growth of new businesses, encourages population growth, and nurtures the city’s cultural and artistic landscape. Major events, contribute to these outcomes by attracting visitors and investment, ultimately supporting Fremantle’s ongoing development and vitality. The intrastate market (i.e. Western Australian residents) has been, and will continue to be, a core market for Fremantle, as it is larger in volume than all other markets combined.

After Northbridge, Fremantle boasts the strongest night-time economy in Western Australia, offering a diverse and thriving mix of hospitality, live entertainment, arts, and cultural experiences. With its historic pubs, boutique bars, and waterfront venues, Fremantle attracts both locals and visitors looking for a unique and vibrant after-dark experience. The city’s commitment to live music, creative activations, and extended trading hours further cements its reputation as a premier night-time destination. Strengthening and promoting this sector will be key to Fremantle’s ongoing economic and cultural growth.

In 2023/24, tourism in the City of Fremantle generated $1.3 million in total sales, contributing $1.2 million in total sales and $821.9 million in added value. The sector supported 6,087 total jobs (direct and indirect), making up 18 per cent of the local industry, and attracted 1.3 million visitors (international, domestic and local) to Fremantle.

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Type	2018/2019 Visits	2023/2024 Visits
Domestic Day Visit	1,160,606	879,823
Domestic Overnight Visit	338,328	359,800
International Visit	80,089	61,749
Total	1,579,023	1,301,372

COVID had a strong impact in Fremantle with the loss of employment in hospitality in 2021. Visitation has gradually recovered but by 2024 visitation was still estimated to be down 18 per cent from 2019. This decline was slightly greater than the Greater Perth average (-4 per cent), largely due to a drop in daytrips.

Fremantle represents 8.3 per cent of all day trips and 6.4 per cent of overnight stays in Greater Perth. Most of the fall has been in daytrips and international visitors, however domestic overnight stays were up 6 per cent demonstrating Fremantle's strength as a tourism destination supporting hospitality employment.

Fremantle has a surplus of jobs, particularly in sectors like retail and hospitality but struggles with employment sufficiency as many of the workers commute in.

Visitor and Local Spend

Data for 2023/2024 (financial year) broken down between residents and visitors, was as follows:

- Resident Local Spend: $367.2 million (21.7 per cent)
- Visitor Local Spend: $1.323 billion (78.3 per cent)
- Resident Escape Spend: $674 million (should be lower than local spend)
- Visitors contribute the vast majority (78.3 per cent) of all local spending
- This highlights the economic importance of tourism and day-trippers to the local economy however this also indicates some level of risk associated with the city relying on visitor spend
- It suggests that businesses in the area heavily rely on non-resident expenditure

Source: Spendmapp by Geografia

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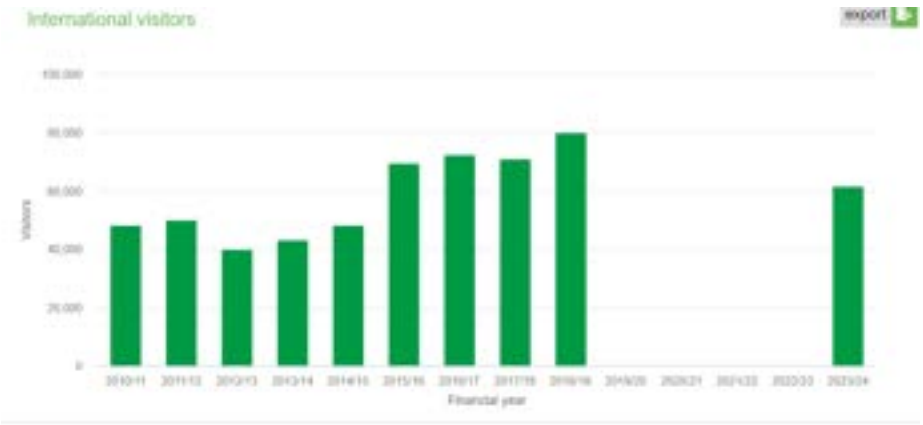
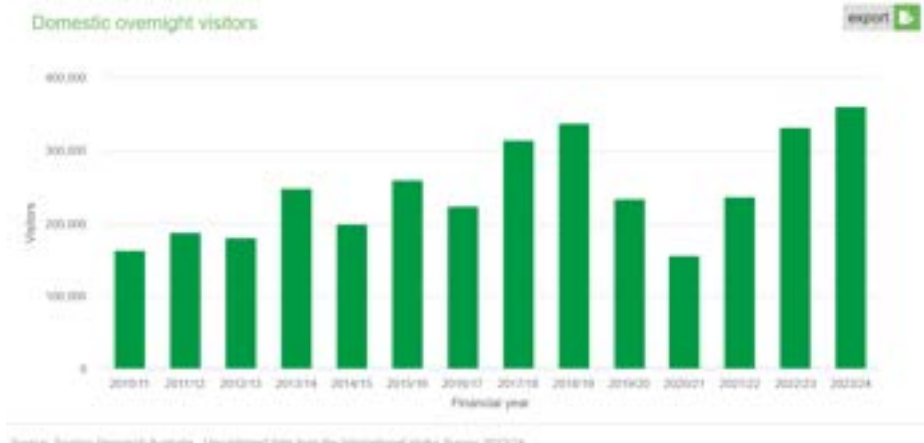
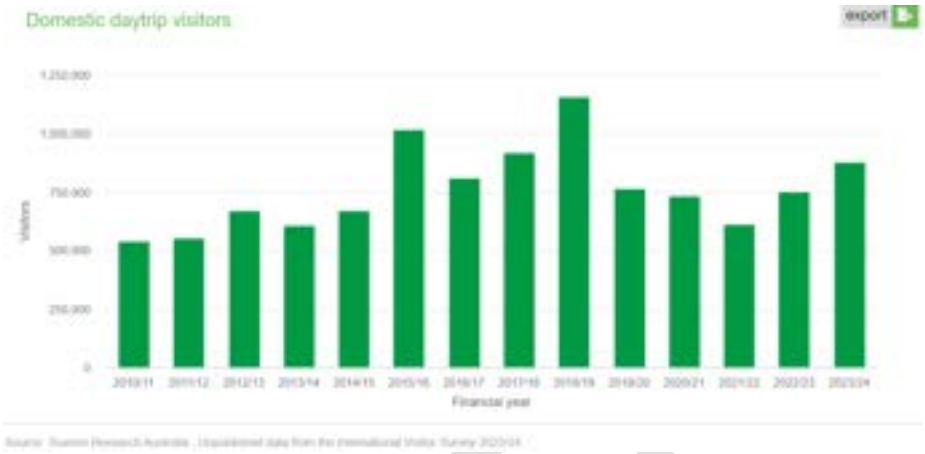
Source: Tourism Research Australia National Institute of Economic and Industry Research (NIEIR) ©2024. *Compiled and presented in economy.id by* .id (informed decisions).







Top Visitor Origins

- Fremantle's visitor profile is primarily driven by intrastate travelers, with the majority coming from the Perth metropolitan area, followed by visitors from regional and rural Western Australia.

Top Expenditure Categories

- The highest expenditure categories are Dining and Entertainment, followed by Transport.

Source: Spendmapp by Georgrafia

Visitors come to Fremantle for many reasons, including holidays, visiting family and friends, attending events, and experiencing arts and culture. Many also travel for education, sports, entertainment, business meetings, conferences and work incentives.

The four major market segments that the council has prioritised includes leisure tourism, major events, business events and cruising.

Business Events 23/24

Business events play a crucial role in sustaining a 7-day economy in Fremantle by driving year-round mid-week activity, diversifying the visitor economy, and supporting local businesses beyond the weekend tourism peak. Business event delegates typically spend more per day than leisure tourists, particularly on:

- Accommodation

- Dining and hospitality
- Corporate entertainment or cultural activities
- Team-building and incentive experiences

This high-value spending can sustain and grow local businesses year-round. In the 2023/24 financial year Fremantle secured:

- Total number of events secured for Fremantle was 36. This included 6 Corporate meetings and 30 Association meetings.
- The reusltant Estimated and Materialised Direct Delegate Expenditure (DDE) was $33.2 million
- THis equated to 27,262 room nights
- Top sectors for Fremantle in business events are Health and Medical Life Sciences and Business
- Number of incentive groups that included Fremanlte in their itinerary was 78 groups with 3,559 delegates.

Cruising

The City of Fremantle, in partnership with Tourism Western Australia, is actively enhancing cruise visitation to bolster the local economy and promote the region's unique attractions.

Western Australia has eleven port destinations. The most frequented for ships with 100 or more passengers is the port of Fremantle.

Cruise tourism has become a vital component of Fremantle's economic landscape. In the 2023–24 financial year, the cruise industry contributed approximately $145.6 million value added to Fremantle's economy, supporting 925 jobs and welcoming more than 62,000 passengers and 9,000 crew members across 35 cruise visits.

Port/Destination	Western Australia		Fremantle	
	22-23	23-24	22-23	23-24
Output ($M)				
Direct	$148.0	$154.0	$125.9	$115.1
Indirect & Induced	$185.5	$230.9	$159.5	$174.4
Total	**$333.5**	**$384.9**	**$285.5**	**$289.5**
Wages Income ($M)				
Direct	$53.9	$58.5	$46.9	$44.8
Indirect & Induced	$51.2	$69.0	$44.1	$52.2
Total	**$105.1**	**$127.5**	**$91.1**	**$97.0**
Employment (FTEs)				
Direct	566	627	500	481
Indirect & Induced	489	584	424	444
Total	**1,055**	**1,211**	**924**	**925**
Value Added ($M)				
Direct	$77.1	$76.0	$65.7	$57.2
Indirect & Induced	$95.3	$117.3	$81.9	$88.5
Total	**$172.4**	**$193.3**	**$147.6**	**$145.6**

Note: Some totals may not add up due to rounding issues. If zero then less than $50,000 or 0.5 FTE.
Source: AEC (2023), AEC

Cruise Growth in Fremantle (2023–24 vs 2022–23)

Overall the Cruise sector has demonsrarted the following charecteristics since 22-23:

- Increase in output of $4m primairly driven by stronger indirect activity
- Growth in wages income of $5.9m driven by indirect wage growth
- Stability in employment withg growtrh of 1FTE in support/related sectors.
- Modest decrease of $2m in direct value added.

Passenger Expenditure in Australia

Direct spending by cruise passengers was up 29.6 per cent in 2023-24, boosted by a 35.0 per cent increase in turnaround passengers who spend significantly more per day than transit passengers. Passenger spending benefits local businesses in areas like accommodation, food and beverage, tour operations, transport, retail and entertainment.

Source: Australian Cruise Association

To accommodate the growing cruise sector, the Western Australian Government has invested $35.5 million in wharf works and major fender upgrades at the Fremantle Passenger Terminal. Additionally, a $1 million allocation has been made to support the Western Australian Cruise Tourism Strategic Plan 2023–2033, aiming to further develop and promote cruise tourism in the region.

Larger vessels make an important economic contribution to Western Australia's largest port, Fremantle. Fremantle welcomes tens of thousands of guests annually, has the ability to home-port vessels on a seasonal basis, and can accommodate multiple ships at one time. It is estimated that every cruise ship visit to Fremantle generates approximately three additional regional port visits.

Tourism WA will maintain a focus on cruise line attraction by securing a range of cruise brands to visit the state, expanding the itineraries of cruise ships already visiting, and by attracting more seasonal home-ported vessels to call Fremantle home. This collaboration has led to significant developments, including Fremantle's successful bid to host the 2025 Australian Cruise Association Conference, marking the first time in two decades that this national event will be held in the Fremantle.

Events

Major events generate economic impact for a destination and raise its profile through media channels. They give people a specific reason to visit a destination and at the same time promote the brand. Fremantle was once known for its hosting of international events, notably sailing events ranging from the America's Cup to the Whitbread Round the World race. The major events landscape changed long before COVID hit and Fremantle's focus turned to its arts and cultural festivals as well as leveraging its fame as the home of live music. City owned events such as the Fremantle International Street Arts Festival and Fremantle Festival: 10 Nights in Port are aligned perfectly with the brand and successfully target the domestic market, while city-

sponsored events such as the Fremantle Biennale are growing in stature. These events not only elevate the brand but also encourage overnight stays in the city's varied accommodation. Together with high-quality community-owned events such as Sculpture at Bathers, they create a calendar of regular events which, spread across the year, adding to Fremantle's reputation as a vibrant destination where there is always something happening.

In 2023–24, City-led and supported events attracted substantial attendance including an estimated 521,000 event attendees hosted across city owned and independent venues. The city regularly partners with Tourism WA to bid for major events and securing a three-year commitment from a global event like SailGP, estimated to attract 20,000 visitors, highlights Fremantle's position as a leading destination for world-class experiences.

School holiday activations have been a highly effective catalyst for visitation and economic growth in Fremantle, drawing more than 48,000 visitors and generating an estimated $8.9 million in economic value. These initiatives have successfully encouraged families to explore and spend across the city's retail, hospitality, and cultural precincts, creating broad benefits for local businesses.

Fremantle has demonstrated the long-term value of sustained school holiday programming — not only in boosting local spending, but in shaping a reputation as vibrant, family-friendly destinations. By continuing to invest in engaging, accessible activations during the school holiday period, Fremantle can strengthen its position as a leading tourism destination, support local businesses year-round, and enhance community connection to the city centre.

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Strategic Context and Alignment

Influencing Trends for the Region

Increasing demand for qualified workforce

The majority of jobs are increasingly requiring more cognitive skills and/or rely on non-routine work. Going forward, these jobs will become more and more important as they are difficult to automate, often requiring creativity, problem solving and/or human presence e.g. Child Care. The Fremantle workforce is relatively higher educated with 46 per cent of employed residents with Bachelor or Higher degree in 2021, higher than the Greater Perth average (31 per cent).

Strategic Implication - Fremantle has a strong foundation for growth in industries requiring qualified workers, tech, health, and professional services.

Impacts from ongoing urbanisation and job concentration

Driven by population growth, commercial and residential development in Greater Perth continues at a rapid pace. This accelerated expansion has made it difficult for state and local governments to conduct comprehensive planning, often leading to community pushback.

Strategic Implication - Ongoing development needs to balance growth with the protection of Fremantle's unique identity and environment.

Climate change influencing investment decisions

Global focus on sustainability and clean industries is drawing interest from green economy investors. Businesses are seeking locations that support emissions reduction and offer long-term resource security.

Strategic Implication - Investment in electric vehicle infrastructure, renewable energy access, and efficient logistics will be critical to attracting clean-tech and low-emission industries.

Ageing population driving health care

Australia's elderly population (individuals aged 65 and above) is steadily increasing in size and proportion to the overall population. The aging demographic presents both opportunities and challenges for Australia's health and welfare sectors. Health care and social services, especially Medical and Other Health Care Services, are the largest employer for Fremantle. The strong growth in older residents in Fremantle will further boost the demand and entrench this specialisation.

Strategic Implication - Growth in healthcare employment will likely continue. There are opportunities to explore higher-value care models including telehealth and med-tech solutions.

International migration driving population growth

Population growth in Fremantle has been supported by both domestic and international migration. Proximity to the coast, character housing, and relative affordability have made Fremantle attractive for new arrivals.

Strategic Implication - Diversifying housing options can help attract skilled migrants and support workforce growth, especially younger and mobile populations.

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E-commerce becoming common place

Changing consumer habits and the growth of online shopping are reshaping retail in Fremantle. Demand is shifting toward health, food, wellness and lifestyle offerings. This trend has accelerated post-COVID.

Strategic Implication - Local businesses need support to enhance digital capabilities and logistics. Demand for flexible workspaces and last-mile delivery solutions is likely to grow.

State and Local Initiatives

The following provides an overview of key strategies, initiatives and policy positions that have implications for this strategy.

City of Fremantle Strategic Community Plan

The Strategic Community Plan (SCP) 2024–2034 was developed in consultation with the community. From more than 5,000 ideas and comments gathered during the engagement process, the following five themes emerged as the most commonly raised by participants.

- Fostering greater social connection, engagement, and community safety.
- Improving public transport and connectivity.
- Nurturing and building community development capacity.
- Diversifying Fremantle's economy.
- Championing or facilitating activations and events to increase footfall and activity across the City of Fremantle (not just the city centre).

The following five key themes were identified as priorities through the Let's Talk, Freo! community engagement program and form the strategic focus areas that flow from our vision for the 2024-2034 Strategic Community Plan.

1. Liveable City that is vibrant, socially connected and desirable.
2. Thriving city with a prosperous and innovative economy.
3. Creative city that is inspiring, diverse and dares to be different.
4. Resilient city that plans for the future and is empowered to take action.
5. Inclusive city that welcomes, celebrates and cares for all people, cultures and abilities.

This Economic Development Strategy supports the implementation of the Strategic Community Plan 2024–2034 by driving outcomes aligned with the community's vision for a vibrant, inclusive, and resilient Fremantle. The SCP highlighted a desire for thriving local business, job creation, greater connectivity and innovation. This strategy directly responds by focusing on growing key sectors, supporting local enterprise, and enabling investment in precincts aligned with those ambitions.

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SCP Priority	Economic Development Strategy (EDS) Response/Opportunities
1. Liveable city that is vibrant, socially connected and desirable	Focus investment on precinct revitalisation and main street activation to enhance public spaces, support extended trading hours, and attract diverse retail, hospitality, and experience-based businesses that bring life to the city.
2. Thriving city with a prosperous and innovative economy	Support business growth through concierge services, innovation hubs, and partnerships with universities and startups. Prioritise emerging sectors like blue economy, creative industries, clean tech, and advanced manufacturing to drive long-term economic resilience.
3. Creative city that is inspiring, diverse and dares to be different	Invest in the creative economy through support for film, festivals, cultural tourism, and artist spaces. Encourage adaptive reuse and place-making that reflect Fremantle's unique identity and cultural edge.
4. Resilient city that plans for the future and is empowered to take action	Build economic resilience by diversifying industry, encouraging sustainable business practices, and integrating climate-smart strategies. Maintain a strong pipeline of employment land, infrastructure, and investment-readiness to adapt to change.
5. Inclusive city that welcomes, celebrates and cares for all people, cultures and abilities	Promote inclusive economic participation by supporting Aboriginal businesses, social enterprises, and programs that remove barriers to employment. Activate places that are accessible, welcoming, and representative of all community groups.

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City of Fremantle City Plan – City Centre

The City Centre Plan builds on a decade of transformation, guided by Freo 2029: Transformational Moves. While progress—such as the revitalisation of Walyalup Koort has been made, challenges remain. Retail is evolving, economic diversity is limited, and housing affordability is an increasing concern. At the same time, major opportunities are emerging.

The potential for port relocation could bring renewed investment, but Fremantle's historic centre must remain its heart and the foundation for a unique, sustainable, heritage-driven urbanism. This distinct identity has made Fremantle a vibrant, attractive city with an unmatched lifestyle and amenity in Australia. Inspired by global regeneration strategies, the City Plan envisions a vibrant, inclusive, and resilient city centre. It prioritises strategic infill, heritage-sensitive development, better transport, and a greener public realm, identifying key precincts for renewal, including Victoria Quay, Northern Gateway, and Cantonment Street.

The City Plan priorities include:

- Embrace culture and heritage
- Densify the city centre
- Resilient natural systems
- A city for everyone
- Connected and walkable

Among other things it aims to:

- Establish a cohesive spatial blueprint for the city centre's development.
- Look at ways to increase residential population within the city centre to foster vibrancy.
- Coordinate major projects and enhance infrastructure to attract investment
- Create a well-connected, secure, and pedestrian-friendly urban environment that encourages walking and cycling.
- Enrich cultural assets while preserving heritage, ensuring that development.
- Identify specific precincts and innovative development proposals to guide targeted growth.

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Westport Business Case

Fremantle Inner Harbour (Fremantle Port), opened in 1897, and is the only major container port in WA, handling 99 per cent of WA's seaborne container trade. The closest alternative port is in South Australia, approximately 2,700km away by road. Situated at the mouth of the Swan River, Fremantle Port accommodates a range of port activities, including container trade, non-container trades (NCT), cruise ships and ferry services.

Key freight corridors for containers are provided by Stirling and Leach Highways, as well as a single freight rail line through Fremantle's heritage and tourism precinct. Fremantle Port has serviced WA very well for the past 100 plus years and is still functioning well today. The Westport Business Case has flagged that over the coming decades, Fremantle and its surrounding freight links, which run through highly urbanised areas, may face constraints that impact its ability to function as an efficient container supply chain, with flow-on impacts on the economy and increased costs for businesses and the community.

Source: Securing our Future Westport Business Case 2024

Key Points

- Preferred Option: Build a new container port in Kwinana ("Westport Now"), with full transition from Fremantle by the late 2030s.
- Why: Fremantle's port is nearing capacity. Delays could cost WA up to $244 billion by 2070.
- Economic Case: Strong benefit–cost ratio (BCR of 1.96); long-term value for WA economy and supply chains.
- Funding Secured: $273 million from the WA Government and $33.5 million from the Federal Government for planning and design.
- Environmental Goals: Focus on net-zero operations, sustainable freight, and stakeholder engagement.
- Infrastructure Investment: Includes upgrades to rail, intermodal terminals, and road networks.

Stregatic Implications for Fremantle

- Relocation of contrainer port: Fremantle may lose container trade by early 2040s, requiring economic and workforce transition planning.
- Urban Redevelopment Opportunity: Up to 260 hectares of inner harbour land may be unlocked for housing, public spaces, and mixed-use development.
- Economic Diversification: Creates potential for Fremantle to shift focus to the visitor economy, maritime tourism, education, and creative industries.
- Improved Amenity: Reduced freight traffic will improve safety, walkability, and urban amenity in the city centre.
- Strategic Alignment: Supports City Plan goals including density, liveability, and reduced industrial pressure on the inner city.

The Westport Business Case outlines a major infrastructure shift that will relocate container port operations from Fremantle to Kwinana. While there are risks for port-related businesses and workers, the transition could redefine Fremantle's economic identity and deliver long-term benefits in liveability, sustainability, and resilience.

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WA Defence and Defence Industry Strategy

WA's defence sector is set to grow dramatically in the coming decade and will become one of the largest contributors to the State's economy, second only to resources.

Key Points

- Strategic Vision (to 2040): Position WA as a world-class defence hub—homeport for nuclear submarines, naval shipbuilding, and sustainment.
- Six Strategic Pillars: Workforce, Infrastructure, Industry, Community, Research and Innovation, and Veterans
- AUKUS Role: WA will host conventionally armed nuclear-powered subs and sustain Collins-class and Hunter-class frigates.
- Infrastructure Investment: $8 billion for HMAS Stirling upgrades, plus support for AMC and other facilities.
- Economic Benefits: Strategy aims to create ~10,000 skilled jobs; defence is projected to become WA's second-largest economic sector.
- Industrial Capability and Diversification: Support local SMEs to join UK/US supply chains, enter new domains (cyber, autonomous systems, space).
- Skilling and Innovation: Expand training (e.g. South Metropolitan TAFE Naval Campus), establish Defence Science Centre, and advance RandD.

Source: WA Defence Industry Strategy 2025

Strategic Implications for Fremantle

- Workforce and Business Growth: Fremantle businesses can tap into training and job placement programs supporting naval and defence contracts especially through the AMC and local SMEs.
- Infrastructure and Precinct Activation: Improvements at nearby defence facilities like HMAS Stirling and AMC may trigger complementary infrastructure and investment in Fremantle's maritime precincts.
- Economic Diversification: The expansion into high-tech and dual-use industries (cyber, space, autonomous systems) provides an opportunity for Fremantle to attract spin-off enterprises and innovation partners.
- Veteran Integration and Community: The strategy's focus on veteran retention and support aligns with Fremantle's inclusive development goals; there's opportunity for local services, housing, and employment tailored to veterans.
- Education and Innovation: Presence of defence-oriented educational institutions offers Fremantle a chance to collaborate on research, entrepreneurship, and create pathways through Dawesville and Vic Quay precincts.

The WA Defence and Defence Industry Strategy 2025 outlines a bold pathway for military and industrial expansion, underpinned by AUKUS commitments and substantial infrastructure and workforce investment. For Fremantle, this presents a rare opportunity to connect into the defence supply chain through workforce initiatives, precinct development, and sector diversification.

Importantly, Fremantle's greatest potential lies in the knowledge and technology services that will support Pillar 2: Infrastructure and Capability including design, engineering, project management, cyber security,

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and sustainability consulting. These services are essential to the success of major defence infrastructure upgrades and can be delivered locally by Fremantle-based professionals and SMEs.

By aligning local planning, business support, and innovation precincts with WA's growing defence corridors, Fremantle can position itself as a valuable contributor to the state's defence future while stimulating high-value local employment and investment.

Tourism WA Western Australian Visitor Economy Strategy 2033

The visitor economy encompasses a wide range of industries that offer goods and services to individuals travelling for holiday, visiting friends and relatives (VFR), business and international education.

The Western Australian tourism industry operates in a high value globally competitive market. In recognition of the breadth of the industry, this strategy adopts a broader perspective of the visitor economy that encompasses all types of visitors and businesses involved in delivering visitor facing services throughout the entire visitor experience. It recognises that people travel for many purposes beyond leisure and there are numerous individuals and businesses catering to these visitors.

Source: Tourism WA WAVES Strategy 2024

Key Points

- Vision: Position Western Australia as a world-class destination that immerses visitors in its unique cultures, communities, and environment.
- Target: Increase annual visitor expenditure to $25 billion by 2033, up from $16.8 billion in 2022–23.
- Guiding Principles: Sustainability, inclusivity, collaboration, and innovation.
- Investment: The WA Government has committed $530 million over four years to support the strategy's implementation.
- Strategic Focus Areas:
    - Aviation: Enhance air connectivity to and within WA.
    - Accommodation and Attractions: Develop and diversify tourism offerings.
    - Aboriginal Tourism: Promote authentic Aboriginal experiences.
    - Events: Support and grow major events to attract visitors.
    - Destination Brand: Strengthen WA's global tourism brand.
    - High-Performing Industry: Foster a resilient and adaptable tourism sector.

Strategic Implications for Fremantle

- Cultural and Heritage Tourism: Fremantle's rich maritime history and vibrant arts scene position it well to offer immersive cultural experiences, aligning with WAVES 2033's emphasis on unique community engagement.
- Event Hosting: Leveraging existing venues and public spaces, Fremantle can attract and host diverse events, contributing to the state's goal of expanding its events calendar.

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- Aboriginal Tourism Development: Collaborations with local Aboriginal communities can create authentic tourism experiences, enhancing cultural understanding and economic opportunities.
- Sustainable Tourism Practices: Fremantle can lead in implementing eco-friendly tourism initiatives, supporting the strategy's sustainability principle.
- Infrastructure and Connectivity: Improvements in transport and accommodation infrastructure will be essential to accommodate increased visitor numbers and enhance the overall tourist experience.

Fremantle is well positioned to align with the Western Australian Visitor Economy Strategy 2033 by delivering the authentic, cultural and sustainable experiences the strategy prioritises. The city can play a leading role in Aboriginal tourism by partnering with Noongar Traditional Owners to co-design cultural walking tours, events and interpretive wayfinding that reflect local stories.

Fremantle's vibrant calendar of arts, maritime and food events support the strategy's focus on major events and experiences, while its unique waterfront and heritage assets create opportunities for new attractions and boutique accommodation through adaptive reuse. As a gateway to Wadjemup/Rottnest Island and a key cruise ship port, Fremantle can also strengthen WA's visitor connectivity by improving shore experiences and local transport options.

The city can reinforce WA's destination brand by positioning itself as the creative and cultural heart of the state, while supporting local operators through business capability building, grant access, and marketing support. With its strong track record in sustainability and innovation, Fremantle also has the opportunity to lead in regenerative tourism practices, including eco-certified experiences, waste-conscious events and walkable precinct design.

The City will continue to deliver on the outcomes and obvjectvis of its Destination Devlopment Stratgeic Plan 2024-2028 which demosntartes storng alignment to WAVES 2033.

Western Australia Innovation Strategy

Western Australia enjoys a world class, vibrant, innovation ecosystem. The State continues to demonstrate the economic strength and adaptability which enabled it to navigate the pandemic from a position of relative strength. As global megatrends intensify and the call to respond to climate and other challenges heighten, a new level of innovation focus is required and a clearer role for the State to lead the way in innovation is needed.

The Western Australian Government's Innovation Strategy sets out a vision to become a world leader in innovation. Innovation doesn't exist without people, so this Strategy will ensure that equity and diversity are encouraged and Western Australians have the skills necessary for the jobs of tomorrow. At its core, this Strategy is a call for everyone to play a role and is backed by an associated, practical Action Plan and strong governance.

Source: WA Innovation Strategy 2024

Key Points

- Vision: Position WA as a globally recognised hub for innovation, commercialisation, and impact by 2030.
- Connected Ecosystems – Strengthen collaboration across government, research, industry, and investors.
- Commercialisation – Improve pathways to scale for startups and SMEs.

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- Talent and Skills – Build a future-ready workforce through training and partnerships.
- Access to Capital – Grow local investment and attract global capital.
- Place-based Innovation – Support innovation precincts and hubs across WA.
- Inclusive Innovation – Ensure underrepresented groups are supported in the innovation economy.
- Key Enablers: Digital infrastructure, regulatory reform, open data, and innovation procurement.

Strategic Implications for Fremantle

- Innovation Hubs and Precincts: Fremantle can activate underutilised spaces to establish innovation hubs—supporting startups in areas like sustainability, marine tech, creative industries, and digital services.
- Workforce and Talent Pathways: Partnering with Notre Dame, South Metro TAFE, and nearby universities, Fremantle can champion new training pipelines in high-growth sectors such as clean energy, defence tech, or circular economy industries.
- Access to Funding and Procurement: The city can help local SMEs and entrepreneurs better navigate state-led innovation grants, angel funding, and innovation procurement programs especially in areas of climate adaptation and infrastructure.
- Inclusive Innovation: Support participation from women, Aboriginal entrepreneurs, young people and social enterprises through targeted programs, co-working access, and mentorship building a diverse local innovation ecosystem.
- Place Branding and Sector Leadership: Fremantle can position itself as WA's creative testbed for regenerative and purpose-led innovation, aligned with its strong cultural identity, community values, and sustainability focus.
- Commercialisation Support: Provide wraparound support for local businesses seeking to scale from incubators to investor readiness programs particularly in fields like ocean science, design, and wellness tech.

Fremantle can support the strategy by nurturing innovation precincts that bring together startups, researchers, artists, and entrepreneurs particularly in sustainability, ocean science, creative industries, and social enterprise. The city can also help grow a future-ready workforce by collaborating with education providers like University of Notre Dame and South Metropolitan TAFE to build skills in clean tech, digital, and advanced manufacturing. By championing inclusive innovation and making space for underrepresented entrepreneurs, Fremantle can showcase how local character, creativity, and community values can contribute to a globally competitive innovation economy.

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Committee for Perth and Scitech 2050 Report

This report sets out a vision to guide Perth's evolution into a sustainable, inclusive, and economically diverse city by 2050, accommodating a projected population of 3.5 million.

Key Points

- Decarbonisation: Transition to a low-carbon economy to address environmental concerns.
- Urban Density with Identity: Promote higher density living while preserving unique community identities.
- Infrastructure and Transport: Reimagine infrastructure to support efficient, sustainable transport options.
- Housing Affordability and Availability: Ensure accessible and diverse housing options for all residents.
- Technological Integration: Adopt emerging technologies thoughtfully, maintaining human-centric approaches.
- Economic Diversification: Expand beyond traditional industries to foster a resilient economy.
- Community Insights: A survey revealed that while 68 per cent of Perth residents are optimistic about the future, only 22 per cent feel the city is prepared for 2050. Key concerns include environmental sustainability (90 per cent), healthcare (89 per cent), housing (86 per cent), economic diversification (81 per cent), and inclusive communities (78 per cent)

Strategic Implications for Fremantle

- Sustainable Urban Development: Fremantle can lead in creating higher-density housing that respects the city's unique heritage and character, aligning with the goal of urban density with identity.
- Green Infrastructure Initiatives: By investing in sustainable infrastructure and promoting active transport options, Fremantle supports the broader vision of reimagined infrastructure and transport.
- Affordable Housing Projects: Collaborating with stakeholders to develop affordable and diverse housing options will address concerns about housing availability and affordability.
- Embracing Technological Advancements: Fremantle can pilot smart city technologies that enhance liveability while ensuring community engagement remains central.
- Economic Diversification Efforts: By nurturing sectors like creative industries, tourism, and sustainable maritime activities, Fremantle contributes to a diversified and resilient economy.

By aligning with the Perth 2050 Report's strategic priorities, Fremantle can play a pivotal role in shaping a sustainable, inclusive, and economically resilient future for the broader Perth region. As Fremantle's residential and worker population continues to grow, the city has an opportunity to demonstrate how higher-density, mixed-use neighbourhoods can support housing diversity while preserving local identity.

Fremantle can also lead in green infrastructure, decarbonisation, and active transport to support long-term liveability. With a strong foundation in the creative, maritime, and tourism sectors, Fremantle is well positioned to contribute to the economic diversification agenda, while piloting smart, human-centred technologies that enhance the urban experience. By embedding affordability, sustainability and community values into planning and innovation, Fremantle can help realise the shared vision for a thriving Perth by 2050.

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Western Trade Coast Infratstructure Strategy – WA Global Advanced Induistries Hub

The Western Trade Coast Infrastructure Strategy intends to assist in realising the Cook Government's vision to transform the precinct into a Global Advanced Industries Hub – positioning WA as a leader for defence and clean energy industries, to create long-term local jobs and diversify the State's economy.

The Western Trade Coast covers 3,900 hectares of land in Kwinana, Rockingham and Cockburn and is the only heavy industrial precinct in the Perth metropolitan area, supporting 42,900 direct and indirect jobs – almost 3 per cent of the State's entire workforce.

Source: WA Trade Coast Infrastructure Strategy Report

Key Points:

- Vision: Transform the Western Trade Coast (WTC) into a Global Advanced Industries Hub by addressing infrastructure constraints and enhancing industrial capabilities.
- Transport Infrastructure: Enhance road, rail, and port facilities to support efficient logistics and connectivity.
- Maritime Development: Upgrade maritime infrastructure to accommodate future trade and industrial activities.
- Utility Services: Improve utility provisions, including energy and water, to meet industrial demands.
- Land Use Planning: Optimise land allocation to support industrial growth and diversification.
- Policy and Regulatory Frameworks: Streamline policies to facilitate industrial development and investment.
- Strategic Initiatives:
    - Expansion of the Kwinana Bulk Jetty with a $20 million investment to enhance storage and logistics capabilities.
    - Allocation of $125 million to develop new industrial land at Latitude 32.
    - Integration with the Westport project to relocate container trade from Fremantle to Kwinana, freeing up land in Fremantle for redevelopment.

Strategic Implications for Fremantle

- Economic Diversification: Fremantle can leverage its proximity to the WTC to attract businesses in advanced manufacturing, clean energy, and maritime industries, contributing to economic diversification and job creation.
- Infrastructure Enhancement: Improving local transport links, including road and rail connections, will be essential to support increased economic activity and ensure seamless integration with the WTC.
- Sustainable Development: Fremantle can align with the strategy's emphasis on sustainability by adopting green building practices, enhancing public transport, and promoting active transport options to reduce carbon emissions.
- Community Engagement: Engaging with local communities to ensure that redevelopment efforts meet the needs of residents and workers will be crucial in fostering inclusive growth and maintaining Fremantle's unique character.

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By leveraging its proximity to the Western Trade Coast, Fremantle can support the growth of advanced manufacturing, maritime industries and clean energy sectors by offering a base for innovation services, workforce training, and support industries. Investments in sustainable transport, infrastructure upgrades and place-based planning will further enhance Fremantle's ability to attract talent, support business growth and contribute to a more connected and prosperous region.

Business and Industry Engagement

The City engaged with the business community and idusrty stakeholders to better understand their priorities and what matters most to them. Below are summaries according to their sectors.

Arts and Culture Sector

- Stakeholders from the arts and culture sector emphasised the need for stronger state government advocacy and funding—either directly to the sector or to local government—to enable Fremantle to realise its vision as a true City for the Arts. There is a strong desire to see increased promotion of the city's nationally and internationally recognised artists, with suggestions to expand coverage through existing platforms like *FRE-OH* and *This is Fremanle* local media.
- Practical support ideas included advcoting for free public tranpsort to connect key cultural venues and improve mobility for visiting artists and activating vacant port buildings for arts and cultural enterprise—especially accommodating key assets like the Leeuwin sail training ship.
- Concerns were raised about Fremantle being too narrowly branded as a destination for "coffee, alcohol and beaches," at the expense of celebrating its unique cultural infrastructure, including a permanent circus big top, traditionally rigged boat, and independent publishing sector. There is also a call to better embed Noongar heritage through public art and streetscape interpretation.
- Barriers to investment raised included the visibility of vagrancy and antisocial behaviour in the public realm, a high number of disused or deteriorating buildings, and a lack of activation in side streets and laneways. Suggested solutions included peppercorn rents for start-ups, vacancy taxes or levies on unused buildings, and improved signage and wayfinding to encourage foot traffic and business diversity off the main streets.

Professional Services Sector

- Feedback from professional services highlighted the need for more supportive signage regulations and access to free or subsidised local advertising to increase visibility and attract clientele.
- Businesses also expressed concern about Fremantle's retail mix and physical appearance, noting that a lack of street cleanliness, grubby shopfronts, and an overconcentration of vintage, ice cream, and convenience stores contribute to a tired and repetitive feel.
- There is a strong call for more variety in retail, especially in the West End, where there is currently no access to essential shops like food stores, chemists, or florists. Businesses also want to see more European-style offerings, such as specialty grocers and designer retail.
- Concerns were raised about early café closures, with many noting that closing at 1:30–2:00pm does not align with the expectations of international visitors who are used to all-day café culture. This is seen as a lost opportunity for tourism and business vibrancy.

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- Motivations to invest in Fremantle include its unique character and the ongoing operation of the Fremantle Markets, but key barriers include street cleanliness, public safety concerns, and visible homelessness.
- There's a strong desire to feel heard, with calls to implelment free public transport, diversify the retail offering, and reposition the city to attract more high-end, contemporary businesses. Many believe Fremantle has potential but needs to "un-shabby" the streets to appeal to a broader range of investors and shoppers.

Blue Economy and Innovation

- Businesses see the city as a strong base for research, development, prototyping, and early-stage commercialisation, rather than full-scale manufacturing. They value Fremantle's liveability, cultural identity, proximity to the port and ocean, and supporting industries, which together create an attractive location for talent and innovation.
- Identified critical infrastructure gaps—including a lack of marine testing facilities, shore-based infrastructure, and coastal laydown areas—which often force businesses to relocate to Henderson or regional areas.
- There is strong support for the city to take a more active advocacy role with state and federal government, research bodies, and funding agencies. Stakeholders recommended leveraging Fremantle's existing strengths to attract venture capital, promote innovation-ready businesses, and secure infrastructure investment.
- Called for a more strategic and welcoming approach to business attraction—proposing a business concierge model to assist with onboarding and integration.
- Participants highlighted the need for better digital connectivity, improved transport and parking, and consistent promotion of Fremantle's business success stories to build investor and market confidence. They see opportunity in showcasing Fremantle's emerging identity as a hub for blue economy innovation and aligning it with national strategies such as "Made in Australia." A unified development pipeline or "hit list" was suggested as a tool to engage government partners and signal Fremantle's readiness to support Western Trade Coast priorities.
- Concerns raised include a shortage of specialised education pathways (e.g. computer science), vacant or underutilised buildings, and the need for greater activation and incentives for property owners. While the city's cultural vibrancy is a strength, attracting new industries will depend on resolving these infrastructure and amenity issues and telling a cohesive story about Fremantle's economic future.

Visitor Economy

- Fremantle stakeholders from across tourism, retail, hospitality, and cultural sectors called for the city to play a more proactive role in enabling business growth through improved advocacy, infrastructure, and collaboration. Key themes included the need for more effective access to heritage funding, better support for tour bus operations and clear signage, and investment in city presentation—cleaner streetscapes, activated public spaces, and stronger promotion of Fremantle's unique assets.
- There is wide support for increasing event activity and music festivals, especially in quieter months, to boost vibrancy and economic resilience. Several stakeholders pointed to the value of festivals for

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both local engagement and product testing and recommended greater investment in winter activation and conferencing.

- The city was also encouraged to explore flexible licensing and parking arrangements to support high-traffic periods.
- Business leaders advocated for clearer communication and planning, particularly around opportunities such as tourism awards, major events, and investment pathways.
- A “business concierge” approach was suggested to help operators navigate red tape, access support, and align with City priorities. Likewise, stakeholders see a role for the city in championing Fremantle’s blue economy and broader economic vision—by promoting success stories, facilitating partnerships, and engaging with state and federal agencies to attract funding and investment.
- Connectivity remains a challenge, with calls for better links between the city centre and surrounding neighbourhoods, mid-tier public transport options, and easier parking. Fremantle’s unique culture, walkability, maritime history, and hospitality offer are seen as core strengths, but are undermined by underutilised spaces, inconsistent shop trading hours, and a perceived lack of visible action on new developments.
- There’s a desire to maintain Fremantle’s heritage and independent character while also attracting a more diverse mix of retail—balancing local charm with more contemporary offerings. To remain competitive, stakeholders urged the city to shift from a cautious mindset to a “City of Action” approach: agile, welcoming to bold ideas, and focused on delivery over process.

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Challenges and Opportunities

Current and Future Challenges

Fremantle's core strengths have played a significant role in its enduring appeal. However, to secure its long-term prosperity, certain challenges must be addressed to unlock new opportunities for growth and resilience.

- **Supporting inclusive housing and workforce diversity.** Fremantle's growing appeal and new up-market developments, such as the Woolstores and Beaconsfield, have lifted amenity, but rising property values risk impacting affordability. Strengthening housing diversity will support local workforce retention, protect community identity and ensure Fremantle remains an inclusive place to live and work.
- **Enabling coordinated growth through streamlined planning.** Perceptions of Fremantle as a complex and costly place to develop – due to heritage constraints and infrastructure limitations – can limit investment and renewal. By improving flexibility, zoning, and coordination of infrastructure such as energy capacity, the city can encourage precinct-sale development and attract higher-density projects aligned with its values. Investment in public realm will be key to signalling confidence in Fremantle's future growth.
- **Diversifying Fremantle's economic base for long-term resilience.** Fremantle's economy remains heavily reliant on visitor spend, making it vulnerable to global shocks, shifting travel patterns and climate impacts. Addressing infrastructure gaps, such as the lack of purpose-built venues and international hotel brands, will also improve Fremantle's capacity to host business events and international travellers, helping strengthen economic resilience.
- **Repositioning Fremantle as a vibrant, all-week destination.** Fremantle continues to be perceived as a weekend and leisure-focused destination. To remain competitive, the city can better showcase local business capability, promote available parking and highlight emerging investment opportunities. A more visible narrative around Fremantle's strengths and growth potential will help attract new industries, visitors and talent across the full week.
- **Revitalising commercial precincts to reduce vacancy and improve economic activity.** Fremantle's town centre faces persistent retail and office vacancy due to its high proportion of small tenancies and older buildings. While some improvements are expected as retail patterns shift, long-term revitalisation will depend on attracting consistent mid-week foot traffic and diversifying commercial offerings. Supporting a healthy mix of retail, hospitality and services can help activate the city across day and night and support the high proportion of independent businesses.
- **Enhancing public amenity to support safety, vibrancy and longer stays.** Perceptions of antisocial behaviour and cleanliness are limiting Fremantle's appeal, particularly for longer visits and the night-time economy. Improving public space presentation and amenity standards presents a clear opportunity to support investment, encourage visitation and reinforce Fremantle's reputation as a vibrant, welcoming city.
- **Improving connectivity to strengthen access and precinct linkages.** Fremantle's transport network presents barriers to accessibility, with limited public transport options and poor flow between key areas like North Fremantle and the city centre. The potential closure of Fremantle's main bridge also highlights the need for well-managed infrastructure transitions. Enhancing city access and precinct connectivity will support movement for residents, workers, freight and visitors alike.

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- **Supporting residential growth and night-time economy.** As more people move into Fremantle's city centre, particularly around entertainment precincts, there is growing pressure on the night-time economy from noise and amenity concerns. Supporting venues and creatives while managing residential interfaces will be essential to preserving Fremantle's cultural identity and ensuring the city remains vibrant after dark.
- **Strengthening Fremantle's education offering through student accommodation.** The absence of purpose-built, affordable student accommodation limits the city's potential as a university and training destination. Supporting the growth of local campuses and international enrolments will require dedicated student housing that enables better integration and wellbeing. A stronger student presence would add vibrancy, talent and long-term economic benefit to the city.
- **Increasing city centre density to support services and business sustainability.** Fremantle's low residential and worker density in the city centre limits demand for services and reduces daily activity. Despite a surplus of local jobs, particularly in retail, hospitality and government, many workers commute from outside the area. Encouraging more people to live and work in Fremantle will strengthen local businesses and support long-term sustainability.

Current and Future Opportunities

Growing city centre residency to drive economic vitality: Recently approved inner Fremantle developments and the City Plan's focus on increased residential density present a significant opportunity to boost the local economy. A larger resident base within walking distance will provide consistent customers for hospitality, retail, and service businesses. This increased population supports extended trading hours, strengthening the evening and weekend economy. Additionally, more professionals living locally will drive demand for essential services such as gyms, medical clinics, childcare, and dry cleaning, fostering job creation and vibrant community growth.

Public sector investment driving private development confidence: Significant public investments such as the new Police Complex, enhance the feasibility of commercial developments by signalling precinct stability and long-term support. These projects provide predictable daytime foot traffic from public sector workers, which benefits local service providers and reduces risk for private commercial leases, encouraging further private sector investment.

Leveraging a highly educated and entrepreneurial resident base for business growth: Fremantle's resident population has a higher proportion of degree-educated individuals compared to Greater Perth, accompanied by a notable rise in knowledge economy business registrations. Providing diverse, modern, high-amenity office spaces will enable these entrepreneurial residents to grow their businesses locally, reducing the need to relocate outside the area and strengthening the local economy.

Capitalise on the Work-From-Home Shift: The growing acceptance of remote work presents an opportunity to attract office-based professionals to relocate to the region, including suburbs outside the city centre. Supporting this trend through attracting investment into co-working spaces can meet latent demand, foster flexible work environments, and stimulate economic activity in both the city centre and surrounding suburbs, benefiting local businesses across the wider area.

In 2021, Fremantle experienced a strong growth in remote working residents, well above the Greater Perth average. Furthermore, the city has a relatively high share of residents in professional occupations, with strong levels of tertiary qualification. With continued growth in both SMEs and Business Services (+511 and +245 new businesses from 2019–2024), Fremantle is well-positioned to attract more

professional workers who want to live in a connected, lifestyle rich area and work remotely or in co-working hubs.

Unlocking renewal through inner-harbour redevelopment: The potential relocation of port operations creates a generational opportunity to revitalise the inner harbour, enabling the development of new housing, employment precincts, and a vibrant waterfront destination. If progressed, this has the potential to elevate Fremantle's global appeal and deliver flow-on benefits to suburbs beyond the city centre through improved connectivity, increased visitation, and broader economic activation.

Celebration and Growth of Walyalup's Cultural Identity: Walyalup's rich Aboriginal heritage, coastal-character, and creative culture offer a unique foundation for inclusive economic growth. Revitalising heritage assets, enhancing cultural storytelling, and strengthening connections to the waterfront—including a renewed vision for the Manjaree area as a place of deep cultural recognition, welcome and gathering—can elevate Walyalup as a world-class destination. This identity-led approach fosters community connection, supports social wellbeing, and attracts talent, tourism, and investment to power a resilient and equitable local economy.

Adapting O'Connor into a modern industrial and employment hub: O'Connor presents an opportunity to evolve this light industrial precinct into a more diverse and productive employment area. By modernising zoning, improving infrastructure, and supporting a broader mix of businesses—including advanced manufacturing, circular economy industries, and creative production, O'Connor can meet the needs of a future-focused workforce while retaining its vital industrial role. This transition will boost local job creation, attract investment, and support Fremantle's broader economic resilience.

Blue economy cluster: Fremantle is well placed to lead in marine tech, aquaculture, and ocean-based sustainability. With targeted infrastructure and policy support, the city can grow its blue economy cluster and strengthen its international innovation profile.

Reputation as a vibrant social enterprise hub: Fremantle's legacy of activism, ethical entrepreneurship, and community-led innovation positions it as a natural home for social enterprise. This values-driven identity, combined with its walkable scale, deep community networks, and strong local talent pool, makes Fremantle an ideal testbed for piloting new policies, sustainable infrastructure, and smart technology. By embracing its role as a "sandbox city," Fremantle can attract mission-aligned partners, investment, and state attention as a leader in progressive urban solutions.

Manufacturing, transport, logistics and service industries: Fremantle's growing creative and service sectors, along with advanced manufacturing, transport and logistics sector, can capture new value through digital adoption, especially as 5G infrastructure continues to expand. There is potential to foster collaboration across Fremantle's creative, tech, and advanced manufacturing businesses. Leverage Green economy opportunities to build smart capabilities. Develop partnerships with local suppliers and startups to accelerate adoption of smart technologies and improve productivity.

AI in Fremantle's health sector: Fremantle's economy, with its large health and social services sector and transport and logistics is well positioned to benefit from AI adoption. AI has the potential to alleviate healthcare workforce shortages and improve service delivery. Opportunity to build a strong tele-health industry in the local market and alleviate the shortage of health care professional workers, which is forecast to intensify with the ageing population.

Rebalance of supply chains: Fremantle can play an enabling role in the shift toward more resilient and locally anchored supply chains by advocating for infrastructure improvements, fostering industry collaboration, and supporting access to innovation networks. While direct investment may be limited, the city can help stimulate this transition by facilitating partnerships between local manufacturers, wholesalers, and logistics providers, promoting government and industry grant opportunities, and

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encouraging land use planning and policy settings that support agile, high-value production and distribution.

Support green economy businesses through innovation and circular solutions: A 'green/circular economy' has been identified as a major (up to $4.5 trillion) commercial opportunity with the concept that everything, even after its 'useful' life, can become a source for something else. Fremantle is well-positioned to contribute to this transition with a chance to incorporate green economy business development, research and training and sustainable urban design in the re-envisioned future of Fremantle harbour.

There is also significant potential in most LGAs for reuse of plastics, organic waste, e-waste, and lithium battery recycling. Fremantle can also support the development of closed-loop systems and small-scale bio-industrial or clean-tech precincts that convert waste into energy or new products. These precincts are likely to draw both government support and private investment while helping to diversify the local economy and create sustainable jobs.

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Transformational Projects

A number of large-scale projects present opportunities to realise economic growth or address exisisitng challenges.

A breakdown of estimated value across development stages is as follows:

- Construction completed between 2016 and 2025 - $948.8M
- Under construction - $224.2M
- Developments Approved - $403.3
- Plans Submitted (yet to be approved) - $304.9M

Total value yet to be completed $932.4M

Woolstores Developments

The Fremantle Woolstores were large buildings adjacent to Victoria Quay at the northern entrance to Fremantle town centre. The sites have sat vacant for decades but are now undergoing redevelopment.

- Woolstores Shopping Centre opened in March 2025 and includes a carpark, retail and childcare facilities. A proposed stage 2 development including build to rent accommodation and a hotel is currently being considered.
- Elders Wool Stores Redevelopment: A $110 million proposed development to include 39 multiple dwellings, 174 co-living (residential building) units, office, restaurant/café. Construction is planned to commence in 2026 and be completed by mid-2028.

Fremantle District Police Complex

The complex is a significant infrastructure project initiated by the Western Australian Government to enhance law enforcement capabilities in Fremantle. Situated at 49 South Terrace, adjacent to Fremantle Hospital and Fremantle Oval, the complex aims to centralise various police services and improve public safety in the region.

The project is estimated to support more than 500 construction jobs and be completed by mid-2027.

Expansion of Fremantle Hospital

The Fremantle Hospital is undergoing a significant redevelopment to enhance its mental health services, with a $63 million investment by the Western Australian Government. This project aims to transform the hospital into a major mental health hub for the southern metropolitan region.

The redevelopment will increase the number of inpatient mental health beds from 64 to 104, marking a 60 per cent boost in capacity. Construction commenced in early 2024, with completion anticipated by mid-2025.

Fremantle Port Upgrades

The WA Government is investing an additional $40.5 million in the next stage of activation of Fremantle's Victoria Quay precinct, including improvements to historic B Shed and cruise ship infrastructure at Fremantle Passenger Terminal.

The new facilities will provide the ferry companies and their customers and cruise passengers with a much-improved visitor experience.

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Garde Hotel

The Garde Hotel is a major luxury accommodation project set to open in September 2025. The project incorporates 106 luxury rooms and suites as well as an on-site Japanese restaurant.

Garde Hotel is a central feature of Fremantle's newly designated Convict Quarter, a precinct that includes the Fremantle Prison, Warders Cottages, and other historic sites. This area aims to boost tourism by highlighting Fremantle's rich heritage.

Fremantle Oval Precinct Redevelopment

The Fremantle Oval Precinct Redevelopment is a strategic initiative aimed at revitalising the historic Fremantle Oval and its surrounding areas to better serve the community and enhance the precinct's functionality.

The project would include:

- Stadium Upgrades: Modernisation of existing facilities to accommodate a range of sporting and community events.
- Community Spaces: Development of new public areas, including open spaces and amenities, to encourage community engagement and recreation.
- Heritage Conservation: Preservation and integration of heritage elements to maintain the cultural significance of the site.
- Accessibility Improvements: Enhancements to ensure the precinct is accessible to all members of the community.

Residential Developments

The continued approval of new infill developments in the City will allow an influx of new residents that can support local retail and household service expenditure.

The Heart of Beaconsfield is a long-term urban renewal initiative led by the City of Fremantle in collaboration with the Department of Communities and other stakeholders. The area covers approximately 48 hectares, stretching from South Street to Clontarf Road. Key sites include Davis Park precinct; Former South Metropolitan TAFE site; Lefroy Road Quarry; Fremantle College; and Activ Foundation site.

A site to the southern edge of the area is already being marketed for development by Stockland including $250 million all-electric medium density community. Nara is expected to comprise around 206 architecturally designed two-three storey townhouses on the corner of Naylor Street and Clontarf Road.

The Davis Park precinct underwent an EOI process for development by the State Government in 2024 with a desire for the development to include more than 700 dwellings.

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Future of Fremantle Place and Economic Vision

The WA government has identified Kwinana as the future base for all major state-based water freight and logistics needs. This means Fremantle's working port functions (especially container trade) are expected to shift to Kwinana by the late 2030's. As a result, a significant portion of prime waterfront land will become available at Fremantle's Inner Harbour.

The government has undertaken considerable engagement and planning to develop a place-based vision which can guide the long-term (50+ year planning horizon) transformation of the area.

Key desired outcomes include:

- Revitalise the waterfront – Provide public access and open space along the Derbarl Nara (Swan River).
- Create Diverse Housing – Support up to 20,000 new homes affordable and sustainable options.
- Generate Jobs and Economic Value – Enable 45,000 jobs and contribute $13.6 billion per year to WA's gross state product.
- Strengthen Cultural Identity – Embed Whadjuk Noongar values and heritage.
- Promote Sustainability and Climate Resilience – Embrace innovative, carbon-neutral infrastructure and development.

Source: Future of Fremantle Place and Economic Straetgy 2025

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Case Studies and Exemplars

The following section provides case studies and exemplar approaches/initiatives that are linked to problems/opportunities that have been identified within this strategy.

High Street Environment

London, UK – Oxford Street and West End

- Oxford Street is undergoing a major transformation, including pedestrian prioritisation, greening, and attracting experience-based and tech-forward retail.
- Westminster Council has launched an Oxford Street Program with a £150 million investment.
- Focus: reducing vacancies, attracting diverse uses (e.g. pop-ups, galleries), and improving public realm
- Key features of the programme include:
  - 75 per cent increase in pavement space along Oxford Street.
  - 16 new amenity spaces for rest and play including Old Quebec Street.
  - A high quality and consistent palette of materials, improved lighting and seating.
  - New trees and other greenery to support Wild West End objectives, creating a network of green corridors and improved air quality.
  - Implementation of modern infrastructure to support better traffic management and digital connectivity.
  - Initiatives to attract diverse retailers and encourage pop-up spaces for emerging brands.
  - Introduction of public art installations and spaces for performances to enrich the visitor experience.

Designed to address key challenges such as climate change, evolving retail environments, safety concerns, accessibility issues and the lack of public spaces, the programme will deliver local economic benefits alongside improved biodiversity and increased pedestrian accessibility.

Heritage Precinct

Toronto, Distillery District

- A former industrial complex converted into a pedestrian-only heritage precinct focused on arts, entertainment, and boutique retail.
- Hosts festivals and markets while protecting the historic fabric.
- Highly successful model for cultural and commercial adaptive reuse.
- Key features
  - Minimal intervention
  - Prioritising retention of historical integrity and character
  - Adapting buildings for new uses like arts, culture and retail
  - Changes designed to be reversible and not compromise original structures.

The Distillery District in Toronto is a prime example of successful heritage preservation and adaptive reuse, safeguarding North America's largest collection of Victorian-era industrial architecture through its designation as a National Historic Site and protection under the Ontario Heritage Act.

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Port Diversification

Netherlands, Port of Rotterdam

The Port of Rotterdam, Europe's largest seaport, is a global leader in port diversification. Over the past two decades, Rotterdam has actively transformed its port economy to prepare for a post-fossil fuel, innovation-driven future, while maintaining its role as a logistics powerhouse.

- Rotterdam has become a testbed for port innovation, not just a logistics centre.
- It attracts startups, researchers, and clean energy companies, not just freight.
- It has activated its city-port interface, making the waterfront more accessible and economically diverse
- Key features
    - Established the research, design and manufacturing innovation dock
    - Invested in the energy transition
    - Created a digital twin of the port
    - Redeveloped inner-city port areas
    - Focused on talent and collaboration
    - Encouraged sustainable logistics and modal shift

Rotterdam's port diversification strategy has been largely successful, transforming it from a traditional logistics hub into a global leader in innovation, clean energy, and sustainable urban development. Through initiatives like the RDM Innovation Campus, Port accelerator, and major investments in hydrogen and offshore wind, the port has attracted global companies, startups, and researchers.

Former industrial areas have been revitalised into vibrant mixed-use precincts, while smart technologies like a real-time digital twin have made port operations more efficient and future ready. Although the transition away from fossil fuels is ongoing, Rotterdam's long-term, innovation-led approach is widely seen as a model for modern port cities aiming to remain competitive and relevant in a changing global economy.

Integration of Sectors

Singapore, ArtScience Museum

Singapore is internationally recognised for successfully integrating art and science as part of its broader innovation, education, and placemaking strategies. The city-state uses interdisciplinary collaboration to position itself as a global creative and knowledge hub.

- Curates' exhibitions that blend art, science, design, and technology—often featuring global partnerships (e.g., with teamLab, NASA, or the British Museum).
- Acts as a bridge between the disciplines, promoting STEAM (Science, Technology, Engineering, Arts, and Mathematics) learning.
- Architectural design itself (lotus-shaped building by Moshe Safdie) embodies the convergence of nature, geometry, and creativity.
- Key features
    - Iconic design and immersive experiences
    - Sustainability leadership
    - Community engagement and education
    - Contribution to the precinct and city

While the museum is the prominent feature, the broader area around Marina Bay Sands is often considered a hub for cultural and technological attractions in Singapore.

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Film and Creative Industries

Wellington, New Zealand

Wellington holds the distinction of being a UNESCO City of Film and is home to a hub of world-class production and special effects facilities, as well as a number of talented filmmakers and crew who've worked on global movie releases such as Avatar and Avatar II.

- Punches above its weight due to Weta Workshop and Weta FX (Lord of the Rings, Avatar).
- Major hub for VFX, animation, and cinematic innovation.
- Strong public-private support and links between education, industry, and international markets.
- Key features
    - Film industry hub
    - Digital and gaming sector
    - Creative ecosystem
    - Skilled workforce and institutions
    - Government support and incentives
    - Cultural vibrancy

Wellington's overall vision is to be an incubator of creativity, exploration and innovation, as well as to create a sustainable future in which the New Zealand's screen industry can thrive and grow. The city's key policies impacting on the screen sector are delivered by the New Zealand Film Commission (NZFC). This includes investing in New Zealand feature films and short films, supporting script development and the careers of filmmakers, fostering screen professional guilds and interest groups, such as Women in Film and Television (WIFT), and Pacific Islanders in Film and Television (PIFT). Furthermore, the policies also support the promotion of the New Zealand films on a national and overseas platform, facilitating co-productions, and administering the New Zealand Screen Production Grant and other grants.

Blue Economy

Canada, Halifax

Halifax is Canada's ocean city and a global leader in ocean science, technology, and business.

- Hub for ocean tech innovation and marine research.
- Startups focus on autonomous underwater vehicles (AUVs), sustainable aquaculture tech, and ocean data analytics.
- Supported by the Ocean Supercluster and strong ties with Dalhousie University.
- Key features
    - Largest centre for ocean research with 600 scientists, engineers and technicians
    - Ocean-related industries generate approximately $6 billion of Nova Scotia's GDP
    - Over 500 ocean sector companies including the most ocean tech startups in Canada
    - Ocean-technology industry accounts for 1/3 of total RandD among Nova Scotia businesses
    - The Innovation Equity Tax Credit provides a non-refundable personal income tax credit to individuals taking an equity stake in a small-to-medium-sized Nova Scotian business
    - Aquaculture loans are available to support in starting, expanding, or purchasing an aquaculture business.

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Halifax has successfully attracted ocean startups by fostering a supportive ecosystem that leverages its strong maritime heritage and deep-rooted expertise in ocean technology. Key factors include the presence of the Centre for Ocean Ventures and Entrepreneurship (COVE), which serves as a world-class hub for ocean innovation with specialised facilities and a collaborative environment, and the Halifax Innovation District, which connects researchers, entrepreneurs, and mentors within a strong network.

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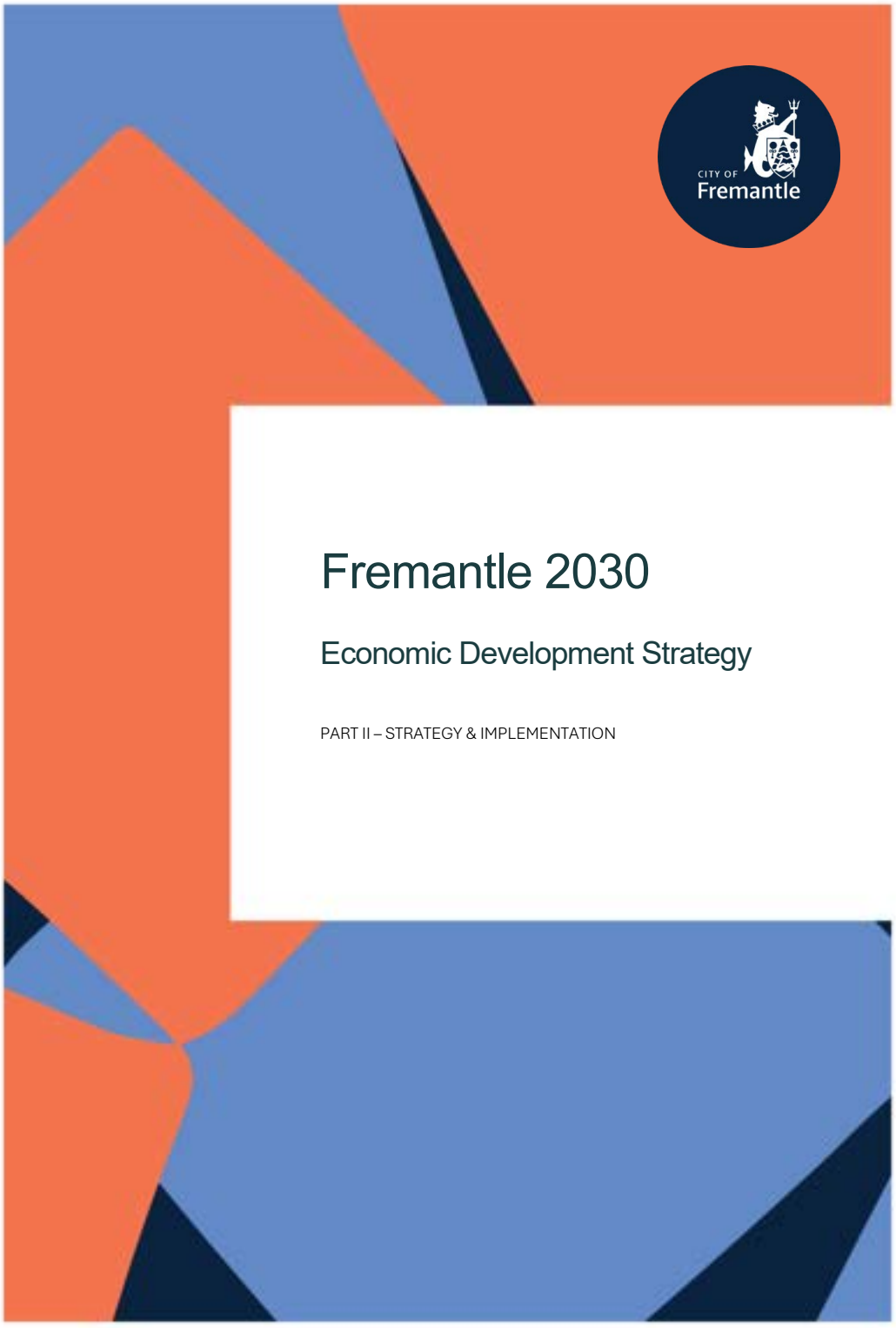

CITY OF
Fremantle
Fremantle 2030
Economic Development Strategy
PART II – STRATEGY & IMPLEMENTATION

Vision for Fremantle's Economy

The City of Fremantle's Community Strategic Plan 2024-2029 sets out a vision for the community, with a prosperous and innovative economy being a key aspiration within the plan. The plan aspires to an economy that:

1. Attracts and retains a diversity of investment and talent
2. Supports a resilient 7-day economy
3. Provides a thriving and supportive ecosystem for start-ups and small businesses
4. Provides clear pathways for learning and education
5. Creates a vibrant and active City Centre

Fremantle's vision for the future centres around a thriving economy that benefits everyone. This plan focuses on creating an environment that attracts investment, supports local businesses, and provides opportunities for residents and workers.

Key outcomes and measures of success:

- **Local opportunities:** Residents can find work and study opportunities locally, while workers can live and study within the community.
- **Attractive urban realm:** Improved urban spaces and amenities encourage investment, development, and tourism.
- **Regional influence:** The local economy extends beyond Fremantle's boundaries, connecting with other industry and employment hubs.
- **Creative sector growth:** Targeted growth in creative industries.
- **Economic resilience:** Industry growth and diversification create jobs, contribute to the state economy, and attract larger employers.
- **State land development:** Positive contributions from the development of state-owned land.
- **Private investment:** Increased private sector investment in the CBD, leading to a growing inner-city residential population.

Strategy

The City of Fremantle will seek to achieve the key outcomes associated with this strategy through the delivery of a series of strategic program areas and associated actions. There will be three primary approaches to implementing the actions identified to follow:

Deliver: Direct delivery of initiatives by the City of Fremantle
Partner: Collaborative delivery with external stakeholders
Advocate: Representing Fremantle's interest to influence policy and investment decisions.

While the City of Fremantle has the tools and resources to drive progress, success will also depend on strong partnerships with other levels of government, key policy stakeholders and the businesses, institutions and communities that power the city's economy.

Monitoring and reporting

Progress will be monitored through:

- Annual implementation plans with specific targets
- Regular reporting to council and the community
- Key performance indicators aligned with strategic outcomes

Strategic program areas

The strategy provides a clear roadmap for supporting the growth of Fremantle's economy through targeted initiatives across four strategic program areas. The program areas and associated actions have been developed based on the key challenges, opportunities and economic data presented in Part I of the strategy, as well as in response to key engagement data collected via the business community.

- Investment and Growth
- Activation and Programming
- Jobs, Skills and Innovation
- Economic Precinct Planning and development

1.0 Investment and growth

Fremantle has seen significant revitalisation, but challenging market conditions and limited investor engagement have slowed the city's full potential.

By leveraging distinct industry clusters including the blue, green, creative, cultural, and visitor economies, our aim is to drive further revitalisation by promoting targeted investment in these areas, fostering employment, innovation, and resilience.

Goal - Grow our city centre residential population, and attract the diverse investment required to build a resilient economy.

Priority Objectives

- → Incentivise investment
- → Target and grow priority sectors
- → Support and engage businesses

Key Actions

1.1 Incentivise Investment

1.1.1 ***Deliver:*** Develop a policy or similar mechanism that allows for a portion of rates generated by significant residential developments in the City Centre to be allocated towards the improvement of the public realm directly adjacent to or surrounding those respective developments as they near completion.

1.1.2 ***Deliver:*** Identify and make recommendations on areas of the Town Planning Scheme where council can apply discretion that may incentivise development of vacant or underutilised land in the City Centre.

1.1.3 ***Deliver:*** Deliver an ongoing program of engagement with the investment and development community that educates them on the opportunities associated with the new City Plan and other opportunities within the LGA.

1.1.4 ***Deliver:*** Formalise an approach to an investor/developer concierge service that supports and streamlines investor and developer engagement with internal city processes such as planning, building compliance, health, engineering and rates.

1.2 Target Priority Sectors

1.2.1 ***Partner:*** Prioritise activities and initiatives that will support the growth of jobs, businesses and or investment into the following Fremantle based industry clusters:

- Blue Economy
- Green Economy
- Creative Economy
- Cultural Economy
- Visitor economy

1.2.2 ***Deliver:*** Carry out an audit of each of the above-mentioned sectors to determine existing capability and local content, as well as future growth opportunities within each that align with State level priorities of economic development.

1.2.3 ***Deliver:*** Profile Fremantle's activities within each of these sectors and promote via investment marketing, engagement with export markets via Trades offices, advocacy activities, and through stakeholder relationships with government and industry bodies.

1.2.4 ***Deliver:*** Leverage the This is Fremantle brand, investment website and prospectus to deliver a program of marketing and communications that raises Fremantle's profile as a suitable place to invest.

1.2.5 ***Deliver:*** Develop a suite of content that establishes the This is Fremantle investment website as a central repository for economic data, promotional information, strategies, plans and advocacy material – providing a one stop shop for any information investors and developers require to make informed investment decisions relating to Fremantle.

1.2.6 ***Deliver:*** Continue to deliver on destination development related objectives outlined in the City of Fremantle Destination Development Strategic Plan 2024 – 2028; and noting the expiry of the current plan in 2028, commence planning for the approach to the delivery of tourism marketing and development beyond this date.

1.3 Support and Engage Businesses

1.3.1 ***Deliver:*** Deliver activities and initiatives that assist in building and maintaining direct lines of communication with Fremantle's business community, so that the City is accessible and responsive to feedback and communication from businesses.

1.3.2 ***Deliver:*** Establish a business toolkit that can be provided to new and existing businesses and provides information on how to engage with the City, opportunities that exist for businesses and key projects the City is embarking on.

1.3.3 ***Deliver:*** Implement methods of communication that are consistent, diverse and better align with the needs of all small businesses including but not limited to face to face communication, events, digital communications and larger event-based forums.

1.3.4 ***Deliver:*** Formalise an approach to delivering a small business concierge service that supports and streamlines small business engagement with internal city processes such as planning, building compliance, health, engineering and rates.

2.0 Activation and programming

Fremantle's city centre, despite its rich heritage and culture, faces challenges in maintaining vibrant public spaces that consistently drive economic activity, particularly mid-week.

Issues like vacant properties, street cleanliness, and underutilised public spaces can detract from the visitor experience and dampen our economic vibrancy.

A coordinated approach to marketing, programming, and street-level interventions is vital to boost activity and support local businesses.

Goal - Create vibrant, engaging public spaces that drive consistent economic activity, improve visitor experience, and mitigate impact of commercial vacancy.

Priority Objectives

- → Activate public spaces
- → Enhance safety and amenity
- → Boost marketing and promotion

Key Actions:

2.1 Activated and Engaging Public Spaces

2.1.1 ***Deliver:*** Continue to deliver on major event, business event, activation and programming objectives outlined in the City of Fremantle Destination Development Strategic Plan 2024 – 2028.
2.1.2 ***Partner:*** Support the delivery of programs that temporarily activate clusters of vacant retail and hospitality premises in collaboration with suitable partners.
2.1.3 ***Deliver:*** Develop a register of City Centre vacancy that seeks to collect and track data relating to length of vacancy, type of ownership and barriers to occupation.
2.1.4 ***Advocate:*** Work with WALGA and an appropriate independent advisory to investigate and advocate for a workable approach to managing long term commercial vacancy in City Centre and High Streets via differential rating, or other suitable mechanism.
2.1.5 ***Deliver:*** Develop and deliver a program of street level interventions and activities that maintain a focus on driving mid-week activation in areas that rely on footfall driven economic activity.
2.1.6 ***Deliver:*** Review the current calendar of City owned events/programming and determine the phasing required to drive activation across periods of lower activity (low and shoulder seasons).
2.1.7 ***Deliver:*** Establish a staged program of activations that recognises and celebrates the progression of the Fremantle Dockers through milestones within the AFL and AFWL finals series and grand final, as well as the achievement of other nationally or internationally significant sporting events that have a connection to or resonate with the Fremantle community.

2.2 Safety and amenity

2.2.1 ***Deliver:*** Review city centre street cleaning schedules and work to align with key visitation periods to ensure streetscapes are clean and presentable during periods of higher visitation and foot traffic.

2.2.2 ***Deliver:*** Deliver a program of education and engagement for businesses that provides guidance and advice on how best to leverage the City's community safety program as well as approaches to engaging police in managing anti-social behaviour.

2.2.3 ***Partner:*** Collaborate with key agencies such as WA Police, Department of Communities and St. Patricks to deliver a cross-agency approach to support at risk and vulnerable street present members of the community.

2.2.4 ***Deliver:*** Undertake an audit of City centre streets and identify opportunities to de-clutter ageing and superfluous infrastructure in order to improve walkability and amenity.

2.2.5 ***Deliver:*** Assess city centre foot traffic data in order to guide and prioritise key projects within the city's footpath renewal program in line with volume of usage and impact on walkability.

2.3 Marketing and Promotion

2.3.1 ***Deliver:*** Continue to deliver on marketing, activation and programming related objectives outlined in the City of Fremantle Destination Development Strategic Plan 2024 – 2028.

3.0 Jobs, skills and innovation

As the global economy evolves and technology disrupts traditional work, the jobs and skills needed for a sustainable local economy are changing dramatically.

Fremantle's existing start-up and innovation ecosystem has the potential to drive the creation and growth of these future jobs. This requires ongoing support for the ecosystem and the provision of necessary education and training outcomes to develop the required skills, knowledge, and talent.

Goal: Create an ecosystem that generates future jobs, develops essential skills, and fosters innovation in an evolving global economy.

Priority Objectives

- → Grow and strengthen the start-up and innovation ecosystem
- → Promote and connect key research and education pathways with industry

Key Actions:

3.1 Start up and innovation ecosystem

3.1.1 ***Deliver:*** Continue to deliver and grow the City's ecosystem support program (Propel Fremantle) and ensure it is accessible and relevant to the needs of the local start-up and innovation ecosystem, as well as expanding focus beyond start-ups to incorporate growth and support opportunities for established small and medium size enterprises.
3.1.2 ***Partner:*** Support local ecosystem related events through cash and in-kind sponsorships.
3.1.3 ***Advocate:*** Identify and secure relevant state and federal funding to support the City's ecosystem support program and assist other local programs in securing further state funding.
3.1.4 ***Partner:*** Strengthen relationships within key supporting agencies (State Government, Mesh Points etc.) to position Fremantle as a key hub in the WA innovation ecosystem.
3.1.5 ***Deliver:*** Invest in and support relevant economic/industry studies and data to further define the Fremantle start-up and innovation ecosystem and identify opportunities for growth.
3.1.6 ***Advocate:*** Support blue economy stakeholders in developing and advocating for a shared marine testing, research and production facility that will allow colocation and collaboration across the blue economy supply chain within Fremantle.

3.2 Research and education

3.2.1 ***Partner:*** Continue to work closely with Notre Dame University Australia to deliver mutually beneficial projects and initiatives that support and grow the Fremantle economy.
3.2.2 ***Partner:*** Establish and grow relationships with neighbouring universities to identify opportunities that aid in advancing the growth of priority sectors within Fremantle as well as the potential to deliver mutually beneficial projects and student housing outcomes.
3.2.3 ***Partner:*** Engage with Southwest Metropolitan Tafe and other Registered Training Organisations to identify and grow vocational training opportunities arising from Fremantle's priority sectors and economic activity occurring in the broader region.
3.2.4 ***Partner:*** Collaborate with relevant non-academic research bodies (i.e. curtin economics, spinnaker foundation, WA Marine Science institute etc.) to encourage the delivery of research activity that supports the growth of Fremantle innovation ecosystem and priority sectors.
3.2.5 ***Advocate:*** Continue to engage with and raise the profile of alternative education pathway providers for School age students seeking to pursue further academic or entrepreneurial pathways.

4.0 Economic precinct planning and development

Fremantle's diverse economic precincts are subject to shifting industry trends and evolving land use demands.

A set of cohesive plans that align future land use, economic priorities, and collaborative advocacy efforts will enable the city to leverage major government and private sector projects, attract new investment, and ensure Fremantle's primary economic precincts remain vibrant, resilient, and adaptive.

Goal: Draw investment and sustain cultural vibrancy through cohesive planning, land-use alignment and economic prioritisation.

Priority Objectives

- → Build a plan for our economic precincts
- → Advocate for the delivery transformative projects and partnerships

Key Actions:

4.1 Economic precinct planning

4.1.1 ***Deliver:*** Collate and promote agreed future land use, economic priorities and character (as per the Local Planning Strategy) for key economic precincts including but not limited to:
- City Centre
- O'Connor
- North & South Fremantle
- Knutsford
- Victoria Quay
- East End
- Fishing Boat Harbour

4.1.2 ***Advocate:*** Review, determine and promote preferred land use, economic development and planning outcomes for North Quay as part of continuing engagement via the Future Fremantle planning process.

4.1.3 ***Advocate:*** Engage with relevant state government agencies and businesses to propose alternative locations for businesses that may need to relocate as a result of ongoing Naval and defence investment occurring in Henderson and surrounds.

4.1.4 ***Advocate:*** Leverage opportunities associated with investment occurring across the southwest metropolitan corridor to attract investment and businesses into relevant economic precincts within Fremantle.

4.1.5 ***Advocate:*** Review and identify opportunities that may exist within masterplans and development plans associated with key stakeholders such as the Fremantle Hospital, Notre Dame University, Department of Transport and Fremantle Port Authority in order to ensure consistent and cohesive economic thinking across the City Centre.

4.2 Transformative projects and partnerships

4.2.1 ***Advocate:*** Develop an advocacy strategy and annual communications plan that provides direction on advancing the City's key advocacy priorities, particularly those that will drive significant economic outcomes for Fremantle and surrounds including but not limited to:

- Improved transport connections via the southwest corridor
- Redevelopment of Victoria Quay and relocation of RORO operations
- Delivery of residential developments planned on State Government land
- The redevelopment of the Fremantle Oval precinct.

4.2.2 ***Advocate:*** Develop and maintain productive relationships with key relevant State and Federal Agencies including but not limited to:

- Department of Premier and Cabinet
- Department of Creative Industries, Tourism and Sport
- Department of Energy and Economic Diversification
- Department of Planning, Lands and Heritage
- Department of Local Government, Industry Regulation and Safety
- Department of Foreign Affairs and Trade, and Trade Commission Offices in relevant international markets
- Defence West
- Tourism Australia and Tourism Western Australia/A/TWA/DP/BEP
- Department of Transport and Major Infrastructure
- Fremantle Port Authority

4.2.3 ***Advocate:*** Develop and maintain productive relationships with key industry bodies and agencies including but not limited to:

- Destination Perth
- Business Events Perth
- Chamber of Commerce and Industry WA
- Committee for Perth
- Tourism Council WA
- Property Council WA
- Fremantle Chamber of Commerce
- WA Local Government Association
- Perth South West Metropolitan Alliance
- Kwinana Industries Council

4.2.4 ***Advocate:*** Work with key stakeholders and or industries bodies who have influence over or can play a role in contributing to the economic growth of Fremantle and establish an agreed cross-organisational vision that will guide future economic development related activities or decisions at the local and sub-regional level.

Measuring Success

Success will be measured against the following high-level outcomes:

1. Increased private sector investment in the CBD
2. Growth in inner city residential population
3. Improved urban realm and amenity
4. Growth in creative industry sectors
5. Increased economic activity beyond LGA boundaries
6. Development of State Government landholdings
7. Increased local employment and educational opportunities

The following will be measured and reported on (as updated Census/ABS data becomes available) in relation to individual program areas:

Investment and Growth

- Total local spend in the City of Fremantle increases
- GST-registered businesses in Fremantle grow
- The number of jobs in professional services, real estate, finance and info media increases
- The total value of developments categorised as 'construction completed', 'under construction', 'approved' and 'plans submitted' increases
- Inner City residential population increases
- Fremantle's Gross Regional Product (GRP) grows, reflecting increased economic activity from renewal projects
- Local jobs growth is elevated as major projects come on board
- Visitor expenditure accounts for a significant portion of total spend, indicating strong appeal
- The number of filming permit applications received increases
- The number of visitors to Central Fremantle increases annually
- The tourism industry contribution to Fremantle's economy grows
- The number of new infill developments in the city increases

Activation and Programming

- The City Centre experiences an increase in weekday visitation and expenditure
- The number of visitors to Central Fremantle increases annually
- School holiday activations visitation and economic value grows
- Perceptions of safety and cleanliness in public areas improve
- The number of city-led and supported event attendees increases

Jobs, Skills and Innovation

- The number of startups supported by the Propel Fremantle program increases
- Fremantle's share of residents with a Bachelor's degree or higher remains strong compared to Greater Perth
- The number of people commuting to Fremantle for work increases, indicating a strong regional employment centre
- The unemployment rate falls below 4 per cent and remains low
- The city attracts a diverse mix of new residents, including younger workers and skilled migrants

Economic Precinct planning and development

- O'Connor and other key economic precincts experience growth in jobs, expenditure and diversity of land use.
- Genuine demand starts to emerge for the Future Fremantle inner harbour redevelopment, due to housing supply and demand in Central Fremantle and surrounds projecting saturation into the future.
- Federal and State Funding is secured for major projects that form part of the City's key advocacy priorities.

Annual Implementation and Review Process

An Implementation Plan will be developed and reviewed annually to assess progress against KPIs, adjust priorities based on changing economic conditions, identify new opportunities and challenges, and ensure alignment with the Community Strategic Plan.

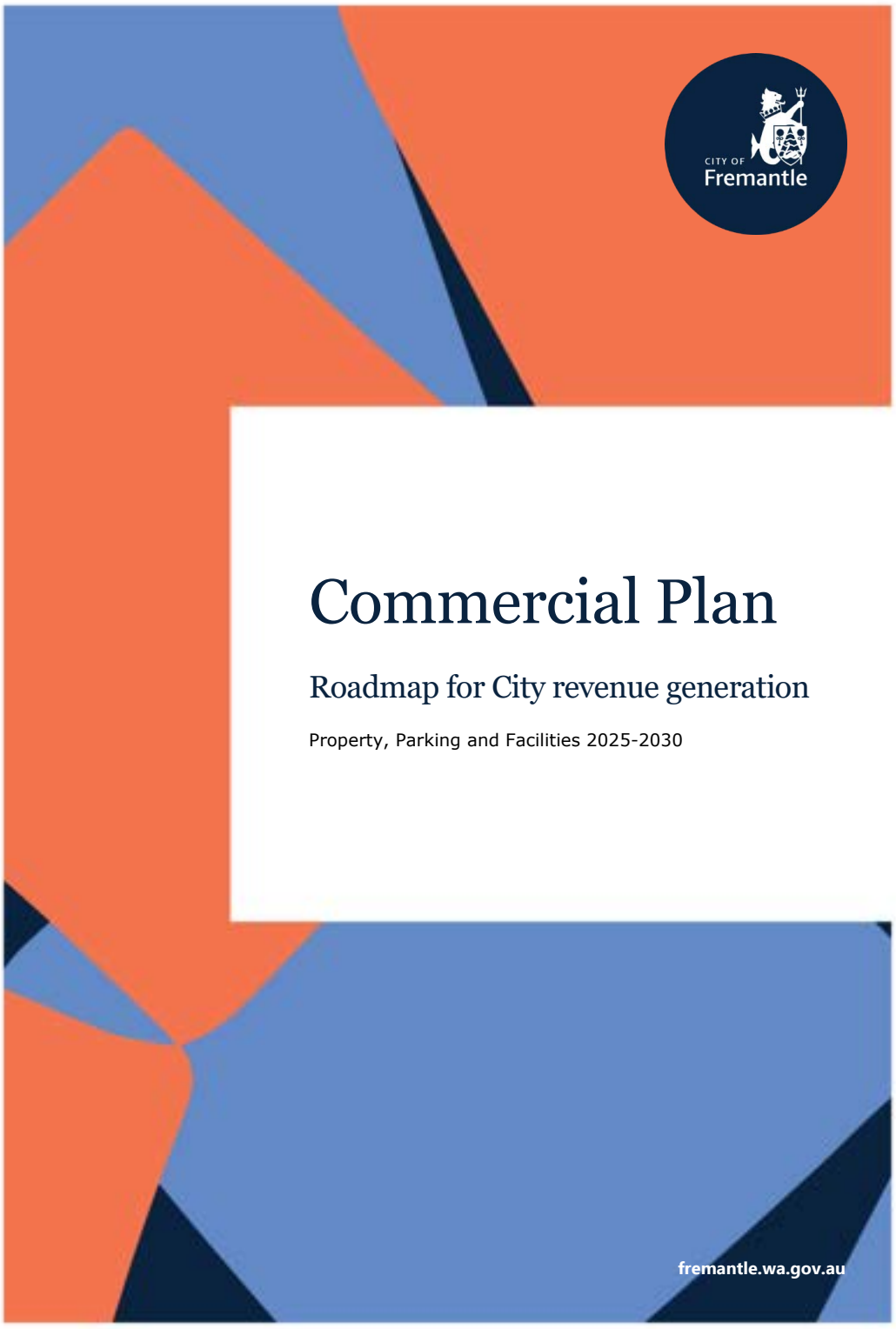
The Implementation Plan should be viewed as a living document that will evolve as economic conditions change, and new opportunities emerge. While this plan establishes clear priorities and actions, the City of Fremantle will maintain flexibility to respond to market shifts, policy changes and community needs. Regular stakeholder engagement will be essential to ensure the plan remains relevant and effective throughout its implementation.

Related plans

This Economic Development Strategy is one of several plans that will guide the City of Fremantle. In addition to the broader relationship with these key strategic outputs, other City of Fremantle strategic and operational frameworks also complement and align with this strategy.

These include but may not be limited to:

- City of Fremantle Strategic Community Plan (2024-2034)
- Fremantle City Plan
- City of Fremantle Arts, Culture and Creative Strategy 2024
- Fremantle Bike Plan
- Integrated Transport Strategy
- City's Urban Forest Plan
- Tree retention policy
- Destination Development Strategic Plan 2024 - 2028
- Annual Budget process
- Long Term Financial Plan


CITY OF
Fremantle
Commercial Plan
Roadmap for City revenue generation
Property, Parking and Facilities 2025-2030
fremantle.wa.gov.au

1.0 Introduction

Our revenue generating assets and services

The City delivers a wide range of community facilities and services all of which require funding to operate. The City is required to generate revenue to cover this expenditure which comes from various sources.

While around 60% of the City's revenue is generated via rates, the remaining 40% is generated through fees and charges associated with key community facilities, paid parking and the hire and lease of city property. Revenue is also generated through grant funding and various other means such as statutory planning fees. Revenue that is collected via non statutory functions is known as discretionary revenue.

The more discretionary revenue the City can generate, the less the City is required to subsidise those services via collection of rates. Ultimately it is in the community's best interest for the City to grow and diversify discretionary revenue generated across our various facilities and services.

The following plan outlines key initiatives and actions areas to be delivered across our commercial parking, commercial property, and other key revenue generating assets, with the intent that opportunities to grow and diversify revenue streams are identified and implemented.

The City generates discretionary (non-statutory) revenue via fees and charges from the following key areas:

- Off Street Paid Parking - Approximately $6.3m annually
- On Street Paid Parking – Approximately $5.2m annually
- Fremantle Leisure Centre – Approximately $4m annually
- Commercial Property Portfolio – Approximately $2.9m annually
- Fremantle Arts Centre - Approximately $2.9m annually
- Fremantle Visitor Centre – Approximately $60K

Overall, these facilities and services contribute over $21 million towards our annual budgets. This plan focuses on optimisation of three core areas including Commercial Parking, Commercial Property and Revenue Generating Facilities.

Commercial Parking

Introduction

The City's commercial parking function provides the infrastructure, systems and resourcing for the City's on-street and off-street paid parking operations.

The City is a long-standing provider of paid parking within Fremantle, with operations and infrastructure evolving over time.

As a result of ongoing investment into the city centre and resultant redevelopment, parking supply has naturally declined due to sites previously utilised for parking now being redeveloped. While redevelopment of these sites is ultimately the best possible outcome, Fremantle has also seen an increasing number of private sector parking operators enter the market which has reduced the City's overall market share in the provision of paid parking.

This gradual decline in parking supply and market share has the potential to impact the City's ability to generate revenue over the longer term, and as such a series of action areas have been proposed in order to build a more contemporary and sustainable parking business for the City.

Strategic Intent and Guiding Principles

The following high level strategic objectives have been identified as key focus areas for the City's parking business for the period of this plan.

- Seek to increase (or maintain existing) off-street parking supply while ensuring aspirations around future modal shift continue to be pursued in line with the city's integrated transport strategy.
- Grow market share of paid off street parking provision within the City Centre.
- Sustain (and seek to grow) revenue generated for the City via paid parking.
- Reposition the City's parking business as a provider of contemporary and highly accessible parking opportunities, while emphasising the value generated for the community through reinvestment of parking revenue back into the community.
- Build a service delivery model focused on the provision of the following core services:

Mangement

Park Freo provides the resources and expertise to make parking available up to 7 days a week, 24 hours a day and ensures customers adhere to tariffs and time limits.

Systems

We offer the latest in parking infrastructure including ticket machines, a mobile app and our integrated management system offers real time data and monitoring.

Strategy

We deliver targeted approaches to managing demand and delivering marketing to drive increased utilisation in off peak periods via demand based pricing and promotions.

Action Areas

Five key action areas have been developed in order to deliver on the previously mentioned strategic objectives. The action areas include:

- Customer experience
- Brand, Marketing & Communications
- Products & Pricing
- Systems & Technology
- Parking Supply & Infrastructure

Customer experience

- Develop and deliver a more consistent and conspicuous suite of parking wayfinding signage and information collateral for both on street and off-street parking products.
- Review on-street parking within individual precincts and identify opportunities to reduce variability of restrictions for ease of customer use.
- Review and improve the management of loading zones within the City Centre including identification of opportunities for dual use (ride share, food delivery, taxis etc).
- Investigate an approach to 'pay now' discounts and tiered charges for customers who receive an infringement and opt to pay it within a set period of time (i.e. 50% discount if paid within 30 minutes of it being issued).
- Investigate an approach to delivery of a city-wide rewards/loyalty program that recognises customers for repeat visitation, parking usage and spend in local businesses.

- Establish a consistent approach to delivery of high standards of customer service and responsiveness.
- Review parking in proximity of retail/hospitality areas, recreational areas, sporting facilities, and major event locations to identify locations where parking control measures may be needed to manage overflow parking issues.
- Review the maintenance and cleaning schedules of off-street carparks to ensure they are consistently clean, well-lit and safely traversable.

Brand, Marketing & Communications

- Develop and deliver on a marketing and communications strategy that better engages and informs customers on Park Freo and City of Fremantle parking offerings, and includes:
    - Establishment of digital marketing channels (i.e. website, social media, digital content)
    - Development of a database to facilitate ongoing communications with customers
    - Delivery of marketing campaigns that inform current and prospective customers on the parking supply and products available within Fremantle
    - Continue to roll out and embed the new 'Park Freo' off street parking brand, and associated 'every dollar goes back the community' brand positioning.
- Undertake an assessment of parking supply, pricing and products being offered by private sector parking operators within Fremantle and other similar precincts.
- Maintain active engagement with Parking Australia and similar industry bodies through participation in events and meetings, to ensure ongoing visibility within the sector and remain informed of industry developments.
- Engage with existing private sector parking providers within Fremantle and explore opportunities to collaborate on communications and marketing activities that highlight Fremantle's overall parking offering.

Products & pricing

- Consistently review parking utilisation data to inform restriction and pricing adjustments to improve occupancy management, parking availability and revenue.
- Investigate the implementation of paid parking where parking demand regularly exceeds 80 per cent in free parking areas during peak periods.
- Review parking utilisation across all activity centres to identity potential locations for the future implementation of paid parking, particularly in areas where management of parking is presenting challenges for the community.

- Introduce demand-based dynamic pricing to better manage utilisation and management of parking within the City Centre, as well as temporary or seasonal parking pricing based on localised needs.
- Undertake a review of pricing in similar LGA managed parking areas and adjust in order to benchmark the setting of annual fees and charges.
- Identify opportunities for delivery of off-street Electric Vehicle (EV) charging bays via seeking proposals from private sector EV charging providers.
- Develop bespoke parking products that capitalise on Fremantle's visitor economy including but not limited to Rottnest Island related parking products , and visitor parking 'passports/day passes', and accommodation related permits for hotel guests.
- Establish and maintain a pricing differential between on-street and off-street parking products with the intent that on-street parking is positioned as a higher cost premium product, and off-street parking is maintained as a 'value for money' driven product.
- Investigate the feasibility of delivering a premium 'pre-booked' parking product across strategic locations throughout the City.

Systems & Technology

- Continue the roll-out of new generation physical ticket machines to replace existing ticket machines as they meet end of life.
- Facilitate a reduction in number of physical ticket machines while working to increase share of transactions generated via the digital pay by phone application.
- Monitor cash transactions across the ticket machine network with the objective of progressively transitioning towards a predominantly card-based payment system.Implement a centralised parking software solution that enables integration and real time data transfer between the City's tickets machines, ERP system, pay by phone application and infringement software.
- Implement a centralised ticket sales reconciliation module within the centralised parking software which identifies dynamic pricing opportunities in real time.
- Identify opportunities to leverage new features and technology made available through new generation ticket machines, the centralised parking software and pay by phone application in order to deliver a superior customer experience.
- Investigate the feasibility of providing micro-mobility charging systems (and parking facilities) in off-street car parks to cater for first mile/last mile mode shift (i.e. e-rideables).
- Transition all parking permits, including resident paid, resident free, visitor, activated permits (eg. WAPOL permits), staff, commercial and bay hire to a fully electronic based and integrated system to improve efficiency and accuracy.

Parking Supply & Infrastructure

- Develop feasibility/business cases for the delivery of multideck carparking options as part of planning associated with:
    - The Fremantle Oval Redevelopment
    - Victoria Quay Activation Strategy
    - Parry Street Forever Carpark site
    - Fremantle Park & Leisure centre Recreation Precinct
- Monitor status of operational agreements in place for existing privately owned parking infrastructure (Victoria Quay, Collie Street, FOMO) and seek to position the City (via the ParkFreo brand) as a potential future operator of those facilities.
- Identify opportunities for delivery of additional at-grade off street parking stations within the City centre both on private and public land.
- Consider acquisition of strategically located land that may be required to fulfil future parking demand.
- Identify opportunities for reconfiguration of line marking (on and off-street) to maximise parking supply.

Key Performance Indicators

- Increase in positive customer feedback received via customer surveys
- Greater awareness and knowledge of Park Freo and City of Fremantle parking offerings and their locations
- Off Street parking is priced equal to or lesser than other competitors
- Park Freo operates a greater number of car parks on privately (non-City) held land
- There is a greater number of off-street car bays
- Annual parking revenue has increased
- Systems and technology are contemporary and user friendly
- Parking permits are administered through a fully electronic system.

Commercial Property

Introduction

This section sets out an integrated framework for the purchase, management and disposal of council property assets and establishes a consistent approach to property management in line with achieving optimal outcomes for the Fremantle community. The majority of guidance and recommendations within this section was developed and provided by independent property consultant Paxon Group.

The focus of this plan is predominantly related to the City's commercial properties and defines the triggers and conditions that will drive commercially sound decision making.

Within the context of local government, *property* is widely accepted as any interest that council has in land (and the buildings or infrastructure that sit upon it), which are owned by council, or managed by council via a vesting from other tiers of Government.

Council's generally hold property in order to optimise service delivery for the community, however property may also be purchased, managed or sold in order to achieve broader strategic outcomes such as urban development or investment attraction.

This plan allows for integration with council's wider strategic framework including the achievement of asset management and economic/community development objectives.

The general intent of the plan is to develop a framework that supports the achievement of the following:

- Generate low risk investment returns
- Make land and property available for economic growth and urban development
- Protection and maintenance of built assets, including heritage.
- Define governance and decision-making frameworks to create consistency and accountability in making property-based decisions.

Furthermore, the plan seeks to achieve the following core benefits:

- Provide a basis for the Council to evaluate and balance the trade-off between service delivery, financial return and community access
- Provides benchmarks which can be used to evaluate outcomes and plan future investments
- All associated costs are considered and optimised over the lifecycle of assets
- Existing assets are maintained and used more effectively (timely maintenance is cheaper than repairs or new asset acquisitions)

Strategic intent and Guiding Principles

The majority of the City's commercial properties exist within the city centre. While the City does manage these properties to achieve a commercial outcome it is unable to operate like a traditional commercial landlord. Councils must manage property assets in a way that balances financial performance with community value, planning goals, management orders and broader public benefit. For example:

- Some properties may serve important cultural or civic roles, or add significant value to tenancy mix despite delivering sub-commercial returns.
- Strategic land may yield modest financial returns but enable activation, employment, or affordable space for creative industries.
- Asset decisions must therefore consider the broader economic, environmental, and social impacts beyond immediate financial returns.

The City's responsibility to balance commercial and community objectives is reflected in the separation between its commercial and community property portfolios. For commercial assets, a clear set of commercial principles is required to guide investment and management decisions.

To support this delineation, the following principles should be applied to the commercial portfolio:

- Financial Sustainability: Commercial assets must contribute positively to the City's long-term financial health through competitive returns – a form of revenue diversification.
- Fit-for-Purpose Use: Each property should serve a clear and justifiable purpose, whether generating income, or enabling strategic city objectives.
- Performance-Driven Retention: Properties should be retained when they meet or exceed benchmark financial metrics, or hold clear strategic, heritage, tenancy mix, or placemaking value.
- Evidence-Based Decision-Making: Portfolio decisions should be guided by asset performance data, market conditions, lifecycle costs, and alignment with planning and economic goals.
- Opportunity Cost Assessment: Assets with low returns or limited strategic value should be regularly reviewed for repurposing, divestment, or redevelopment potential.
- Integration with Planning and Economic Strategy: Asset management must be closely tied to the City's planning framework, precinct activation priorities, and broader economic development strategy.

With respect to appropriate decision making around disposal of commercial assets, this strategy prioritises the retention of commercial property that is meeting or achieving yield targets for the following reasons:

- Commercial properties delivering strong net yields provide a reliable, non-rate revenue stream to support City operations and services.

- Retaining well-performing commercial assets, particularly in Fremantle's city centre, contributes to activation, local employment, and daytime economic activity.
- Strong-yielding assets located in high-demand precincts offer potential for capital appreciation over time.
- Properties with robust income profiles can be used to support:
    - Co-investment (for example, partnering with a developer to refurbish a heritage building into a mixed-use hub)
    - Borrowing capacity (properties with reliable cash flow improve the City's financial profile, making it easier to secure loans or lines of credit)

In considering the acquisition of new commercial property, prospective purchases should at a minimum demonstrate an ability to meet previously mentioned commercial principles, and or contribute towards the achievement of the following:

- a strong economic and financial rationale established through both quantitative and qualitative data.
- it is likely to provide strong economic and financial returns or, an intervention is required to achieve better outcomes for the community.
- Opportunities to enable or facilitate the de-fragmentation of property ownership in areas of high development potential should be strongly considered if the City has the financial capacity to pursue such opportunities at that time.
- Other higher-level outcomes such as:
    - Economic growth and development
    - Urban development and renewal
    - Income generation to subsidise services provided by the City

Ultimately the City seeks to manage and build on its existing portfolio of commercial property to ensure that it remains resilient to macroeconomic market conditions, diversifies the City's discretionary revenue streams and creates income generation to supplement the delivery of community outcomes and services.

To achieve this the City will need to invest in, maintain or dispose of commercial property when it achieves, or has potential to achieve optimal economic and financial returns for the wider Fremantle community.

Decision Making Framework

The delivery of this plan is structured around assessing each property against an overarching framework that drives decision making around investing in, holding and disposing of council property assets.

The decision framework was created to provide a structured and transparent process for assessing the future of each asset within the portfolio.

While yield performance serves as a key commercial quantitative trigger within the framework, the decision to reinvest, adjust the tenancy strategy (e.g. increase rent or change tenancy mix), transfer to the Community Asset Portfolio, or divest may also be informed by a range of qualitative considerations. These include:

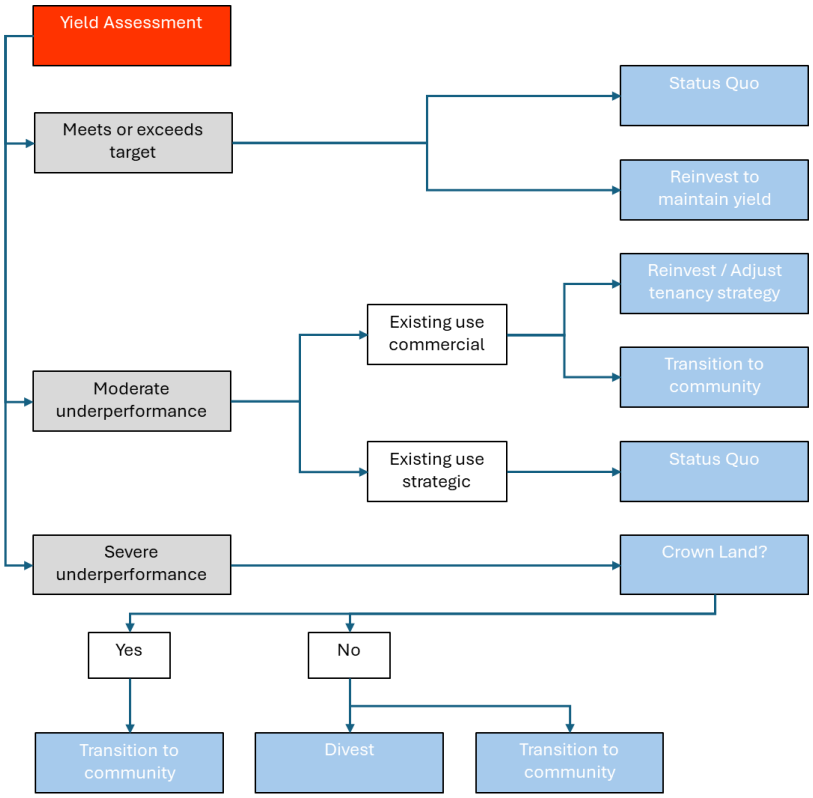
- The asset's cultural, social, or strategic value to the community, as well as the value an existing tenancy adds to surrounding tenancy mix
- The scale and timing of capital investment required to sustain or enhance performance
- The degree to which a commercial return is expected
- Planning or heritage constraints that may limit alternative uses or redevelopment

The framework provides a recommended course of action on the basis an initial yield assessment and whether a property is:

- Meeting or exceeding yield targets
- Moderately underperforming
- Severely underperforming

Depending on the property's performance and an assessment of the previously mentioned qualitative considerations the framework then provides direction on when to pursue any of the following courses of action:

- Maintain the status quo
- Continue to pursue strategic benefits resulting from property use
- Reinvest in the property to maintain yield
- Reinvest in the property or adjust the tenancy strategy
- Transition the property to the community portfolio
- Divest/dispose of the property


Yield Assessment
Meets or exceeds target
Status Quo
Reinvest to maintain yield
Moderate underperformance
Existing use commercial
Reinvest / Adjust tenancy strategy
Transition to community
Existing use strategic
Status Quo
Severe underperformance
Crown Land?
Yes
No
Transition to community
Divest
Transition to community

Commercial Portfolio Review

Existing properties within the City's commercial portfolio have been analysed by an external independent property advisory in order to determine the appropriate action for each property. The review and associated decision-making framework assessed the properties purely on a commercial basis and in isolation of any strategic or community context so as to provide a commercially orientated benchmark for decision making.

This was to ascertain the full commercial potential of any given property, regardless of any current strategic or community benefit resulting from the current use of each property.

With that benchmark ascertained, the decision-making framework was then revised for the purposes of this document to incorporate considerations around any strategic or community benefit that a moderately underperforming property may be delivering, which will then form part of future decision making.

To support the use of this decision-making framework the following benchmark yield ranges serve as reference points to assess the relative commercial performance of the City's income-generating properties. They have been developed based on the independent property advisory's market experience, recent transactional evidence, and consultation with local commercial agents in Fremantle. The ranges are further informed by research published by leading commercial real estate firms and reflect typical investor expectations for comparable asset classes.

Asset Class	Net Yield Range
Retail (General)	4.5% - 5.5%
Retail (Hospitality)	5.5% - 6.0%
Office	6.0% - 6.5%
Medical	5.0% - 5.5%
Industrial	6.0%- 7.5%

Indicative yields have been derived using a combination of formal valuations and third-party market appraisals and as such the following should be noted:

- Only 6 of the City's 16 commercial properties have recent independent valuations, making it necessary to estimate yields for the remainder. To support this, Belle Commercial Property Fremantle (Belle Property) provided indicative market appraisals for the remaining assets.
- Belle Property noted the bespoke nature and valuation challenges of the portfolio, due to factors including heritage constraints, Crown land tenure, peppercorn leases, and underdeveloped sites. Consistent with the findings of this report,

Belle also observed that many assets are underperforming relative to current market expectations.

- It is important to note that yield outcomes are highly sensitive to valuation / appraisal inputs and should be treated as indicative only, particularly given the unique characteristics of many assets.

A full summary of commercial information as well as key recommendations driven by the decision-making framework are provided for each property within Annexure 1.

Action Areas

The following objectives will be delivered to realise strategic intent, guiding principles and recommendations identified within the commercial portfolio review.

- Review and update existing property related council policy in line with current market conditions and asset management requirements.
- Gather and analyse data that facilitates objective and commercially sound decision making around buying, holding and selling property.
- Undertake a review of existing commercial lease terms in line with market conditions and update at relevant lease review points.
- Discontinue (and re-present to market) leases that are under performing or unable to meet market conditions, subject to there being enough market demand to re-tenant them within a reasonable timeframe.
- Identify investment and renewal requirements for each commercial property asset and work with the infrastructure and assets team to incorporate associated budget requirements into long term financial plan.
- Identify new properties that are of high development potential or present an income generation opportunity for the City and seek external/independent advice on suitable property acquisition opportunities.
- Identify existing properties that are underperforming AND present high development potential (as per assessment via external/independent consultant) and seek council endorsement to dispose of them.

Key Performance Indicators

- There will be an increase in line with market trends, of return on investment (ROI) for properties within the City's commercial portfolio.
- Rental income received per sqm for properties with the City's commercial portfolio will be equal to or greater than indicative yield ranges at any given time.
- The City will hold more high-quality retail and office accommodation within its commercial portfolio.
- The vacancy rate within the City's commercial properties will decrease.
- There will be a greater number of core anchor office/retailers occupying City property.
- The City will hold more property at strategic sites that have potential for providing strong development outcomes.

5.0 Revenue Generating Facilities

Introduction

The City makes available a number of facilities that exist to deliver services for the community. While these facilities are community focused and not commercial in nature, the operational models associated with each of them rely significantly on the generation of revenue in order to minimise the financial subsidy required from the City to operate them.

The Fremantle Arts Centre, Fremantle Leisure Centre, and Fremantle Visitor Centre are core facilities for the community and each generate revenue through offering a range of different products and services. Each of these facilities contribute uniquely to the City's financial sustainability while also enhancing the Fremantle's cultural, recreational, and tourism based experiences.

The Fremantle Arts Centre is a renowned hub for arts and culture, offering a wide range of creative programming, exhibitions, and events. It supports an artist-in-residence program and hosts various workshops and classes, attracting both locals and visitors. The centre's café and retail shop further contribute to its revenue generation by providing high-quality food and unique products created by local artists.

The Fremantle Leisure Centre is a key recreational facility that offers fitness programs, swimming pools, and other leisure activities. It serves as a community gathering spot, promoting health and wellness. The centre's gym and retail elements, such as the café and kiosk, play a significant role in generating revenue by servicing a large number of visitors and members.

The Fremantle Visitor Centre is the official information hub for tourists, providing essential services such as maps, brochures, and local advice. It enhances the visitor experience by offering free Wi-Fi, bike hire, and guidance on events and attractions as well as a retail offering that generates revenue for the centre. The centre ensures that visitors have a memorable experience, which in turn encourages repeat visitation, supports local businesses and contributes to the City's revenue through things like parking.

All three of these facilities present opportunities for identification of new revenue streams, and growth of existing ones as a means to further subsiding the cost to the City in making these facilities available to the community.

An opportunity also exists to consider the approach to an integrated venue management model associated with the future operation of Fremantle Oval, and how this model could be leveraged to drive further value and revenue generation for City run event venues and spaces across the City.

Ideally these facilities should continue to work towards the development and growth of revenue streams so that that they continue to reduce the subsidy required from the City to support operations (cost of service delivery is reduced through an increase in the revenue generated by each).

Action Areas

The following actions have been developed in order to identify and pursue new revenue streams or growth of existing ones.

- Undertake a financial audit of each facility to determine net cost of operation and growth in revenue required to reduce City subsidy for each facility.
- Review current operational costs associated with each facility and identify opportunities to reduce these costs where appropriate.
- Undertake an analysis of existing physical facilities and identify opportunities for delivery of new or additional services that may result from capital investment into the facilities.
- Review existing products and services to determine alignment with industry benchmarks on cost of delivery and pricing.
- Identify opportunities for delivery of new products and services that can deliver revenue generation opportunities.
- Seek independent advice on the most appropriate service delivery/operating model for each facility.
- Develop a suite of recommendations for implementation at each facility in line with data and analysis from prior actions.
- Develop an operating model to support a City run redeveloped Fremantle Oval which also incorporates an approach to the integrated management of other venues and facilities across the City as part of that model.

Key Performance Indicators

- The net cost of running these facilities will decrease
- There will be a greater number of discrete revenue sources within each of these facilities
- Revenue generated by these facilities will increase
- A realistic and financially sustainable operating model is developed agreed upon for the future Fremantle Oval redevelopment

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Procurement Policy

1. Objectives

The City of Fremantle (the City) is committed to procuring Goods and/or Services, and/or Works in compliance with this Policy. The purpose of this Policy is to ensure:

a) compliance with all relevant legislation including the:
   i. WA Local Government Act 1995,
   ii. WA Local Government (Functions and General) Regulations 1996 (the Regulations),
   iii. WA Local Government (Administration) Regulations 1996,
   iv. WA Local Government (Financial Management) Regulations 1996,
   v. WA Local Government (Audit) Regulations 1996,
   vi. WA State Records Act 2000,
   vii. WA Work Health and Safety Act 2020,
   viii. WA Work Health and Safety Regulations 2022, and
   ix. Competition and Consumer Act 2010 (Cth);

b) compliance with all relevant City policies, delegations and standards;

c) the best Value for Money (VfM) is attained for the City, while acknowledging the importance of strategic procurement;

d) probity and integrity, including –
   a. the avoidance of bias, of perceived, potential and actual conflicts of interest; processes that promote openness, transparency, fairness and equity to all Respondents, and
   b. that confidentiality protocols are established and complied with to protect commercial-in-confidence information with release of information where appropriately approved;

e) that records are created and maintained to evidence purchasing activities in accordance with the State Records Act 2000 and the City's internal Records Management Policy;

f) that risks are identified, assessed and managed as outlined in the City's Risk Management Policy and related documents;

g) providing optimal administrative efficiency by pursuing best practice procurement; and

h) that sustainable benefits such as environmental, social and local economic factors are considered in the overall VfM assessment.

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2. Policy Statement

Purchasing activity is to comply with all relevant legislation including the Local Government Act 1995 and the Local Government (Functions and General) Regulations 1996 (the Regulations), as well as with the City's Register of Delegated Authority.

All processes associated with the procurement of goods and services will be carried out in a manner that is fully accountable, transparent, free from any perceived or actual bias or conflicts of interest, compliant with relevant legislation and fully documented in accordance with audit requirements.

The following principles, standards and behaviours must be observed and enforced through all stages of the purchasing process to ensure the fair and equitable treatment of all parties:

a) all procurement of goods and services must prior to purchase:
    a. have an expenditure estimate included in the annual budget; or
    b. have a suitable alternative source of funds made available via a budget amendment or allocation, subject to written approval from the CEO or relevant Director to do so.

b) full accountability shall be taken for all procurement decisions and the efficient, effective and proper expenditure of public monies based on achieving value for money;

c) all procurement practices shall comply with best procurement practices, relevant legislation, regulations, and requirements consistent with the City's Policies and Code of Conduct;

d) procurement is to be undertaken where all Respondents are treated impartially, honestly and consistently;

e) all processes, evaluations and decisions shall be transparent, free from bias and fully documented in accordance with applicable policies, audit requirements and relevant legislation;

f) all procurement processes and practices carried out for the City shall consider environmental, social and governance requirements and take into account their impact on the broader community;

g) any actual, potential or perceived conflicts of interest are to be identified, disclosed and appropriately managed; and

h) any information provided to the City by a Respondent shall be treated as commercial – in confidence and should not be released unless authorised by the supplier or relevant legislation.

This policy is to be read and implemented in accordance with the requirements of the Procurement Procedures and Guidelines.

The Procurement Procedures and Guidelines provides further and comprehensive details, practices and the operational requirements associated with implementation of this policy.

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3. Purchasing Thresholds

The application of these minimum threshold levels shall be carried out in conjunction with the supply order of priority requirements outlined in the Procurement Procedures and Guidelines.

The following table establishes the guidelines for the procurement of goods and services depending upon the Estimated Contract Value (ECV) for the Contract over the full Contract period* (including options to extend):

Table 1 – Purchasing Thresholds

Estimated Contract Value	Policy Instruction
$0 to $1,500	Seek at least one verbal Quote from a nominated supplier
$1,501 to $15,000	Seek at least one written Quote from a nominated supplier.
$15,001 to $50,000	Seek at least two written Quotations from suitable suppliers
$50,001 to $250,000	Seek at least three written Quotations from suitable suppliers. Price and the specification of goods and services are to be requested. The procurement decision will be based on VfM and qualitative considerations.
Above $250,000	A public Tender process is required to be conducted through the ePortal platform and by any other means outlined in the regulations; or seek at least four (4) Quotations from an appropriate exempt arrangement.

*The "Contract period" can mean "a one-off purchase" or "a pre-defined period".

Note that unless exempted, Direct Sourcing only applies to purchasing up to an ECV of $15,000 (excluding GST) as per the stated purchasing thresholds.

4. Governance and Assurance

The Major Procurements Advisory Panel (MPA) is a governance assurance function, that sits within the remit of the Executive Leadership Team.

For higher risk, higher value, complex, sensitive or contentious procurement processes, a Formal Review Committee mechanism via the MPA will be included to provide further governance and assurance.

Further details on when and how the MPA Panel is to provide an assurance role, are provided in the Procurement Procedures and Guidelines.

5. Risk Management

All significant procurement processes that have a specific budget line item with an ECV above $1M (excluding GST) must (unless exempted) be informed by the appropriate level of procurement planning, which is to be determined at the discretion of the MPA panel.

The Request documentation should also have regard for procurement risks in the procurement process and associated controls, including relevant updates to insurance provisions, which are then vetted through the evaluation process.

Please refer to the City's Procurement Procedures and Guidelines for further details.

6. Value for Money

The City will apply value for money principles when assessing purchasing decisions.

Value for money is determined when the consideration of price, and non-price factors (including risk and sustainability measures) are assessed in accordance with the City's Tender Evaluation Criteria to determine the most advantageous outcome to be achieved for the City.

The procurement that is determined to be both the most cost effective and has been assessed by the evaluation panel as being able to meet the requirements set out in the respective request / specification, will be recommended for acceptance.

The VfM consideration will be applied for all threshold levels of purchase.

7. Obtaining Quotations

Written Quotations will be obtained in accordance with the steps outlined in the Procurement Procedures and Guidelines.

Where Quotations are sought from alternate suppliers for purchases below $250,000, but suppliers decline to respond, officers are required to document the outcome of the Request. Where officers are unable to obtain the desired number of Quotations and are able to demonstrate that they took reasonable steps to ensure compliance with this Policy, the procurement decision is to be based on the Quotation(s) received and documented.

A similar process must be followed for other public procurement processes such as a Request for Tender, Expressions of Interest or Request for Proposal.

8. Election to go to Tender below Legislated Threshold

If a decision is made to seek public Tenders for Contracts of less than or equal to $250,000, a Request for Tender process entailing all of the procedures for a Tender, in accordance with the Act and the associated Regulations, must be followed in full.

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9. Selection Criteria and Weightings

Establishing criteria for evaluation, including the requirements for the evaluation panel must be undertaken in accordance with the Procurement Procedures and Guidelines.

Price consideration will not be weighted as part of the evaluation process. Price will be considered separate to non-price selection criteria and a VfM assessment will take a balanced view between price and non-price considerations (as per the approach to VfM outlined in Section 6 of this policy).

Sustainability (as outlined in Section 23 of this Policy) will be included as a mandatory qualitative assessment element for all procurement processes with an ECV above $50,000 (excluding GST).

10. Other Procurement Processes

Other procurement processes include Expressions of Interest and Request for Proposal. In both cases, similar rules to a Request for Tender apply and they should be conducted in accordance with this policy and the requirements outlined in the Procurement Procedures and Guidelines.

11. Notification of Outcome

Each Respondent to a public procurement process shall be notified in accordance with the procedures outlined in the Procurement Procedures and Guidelines.

Each unsuccessful Respondent shall be offered a debrief on their response to the procurement process.

12. Procurement Exceptions and Exemptions

The City acknowledges that there are circumstances whereby the seeking of Quotes up to and including the $250,000 (excluding GST) purchasing threshold is not always possible or practical. A list of exemptions is outlined in the below table. This will be reviewed annually and / or on the acceptance of any new Contracts. The use of these exemptions must be approved by relevant Director or CEO and be reported to Council via the Audit and Risk Committee.

Table 2 – Procurement Exemptions

Exemption Type	Accepted Reason for Exemption
Purchases from Original Equipment Manufacturers (OEM)	When products or services required for an existing piece of plant, equipment, machinery or product can only be obtained from the OEM of that plant, equipment, machinery or product OR; if failure to procure the product or service required for an existing piece of

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	plant, equipment, machinery from the OEM will result in the voiding of a warranty or contractual agreement. An OEM exemption does NOT include purchases from a third-party distributor or reseller of that plant, equipment, machinery or product irrespective of that third-party distributor or reseller being the only supplier that provides the product or service within WA or Australia. This should be considered under a sole source of supply exemption.
Specialist Legal or Consultant Advice	Where advice and/or expertise required is highly specialised and only available from one supplier with a particular specialisation for example, consultants with considerable intellectual property relevant to the requirement.
Sole Source of Supply	Where goods or services not exceeding $50,000 (excluding GST) are available from only one private sector source of supply, (that is the manufacturer, supplier or agency) and there is reasonable evidence that there is genuinely only one source of supply. Every endeavour to find alternative sources must be made and documented. Where the requirement exceeds $50,000 and up to and including $250,000, sole source of supply requires MPA endorsement and CEO approval. Where the requirement exceeds $250,000, sole source of supply requires Council approval.
Fixed or Statutory Cost	For purchases where a product or service is fixed or pre-determined in nature due to statutory requirements, and multiple comparable Quotes cannot be obtained (e.g. utilities, Government, state-wide advertising, postal services, memberships and subscriptions, taxis / cab charges / ride sharing / and specialised industry-based training)
Software License Renewal	For purchases where a software license renewal is required for a system or piece of software that has already been implemented and or used within the organisation, and the system or software was originally procured via the appropriate procurement process.

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13. Statutory Exemptions from a Public Tender Process

Regulation 11(2) specifies the criteria when public Tenders do not have to be invited. The following list outlines the key circumstances where the City is exempted from publicly calling Tenders for purchases over $250,000 (excluding GST):

a) WA Local Government Association (WALGA) Preferred Supplier Arrangements.

b) goods and services or works obtained through State, Commonwealth or other Local Government arrangement;

c) supplier is part of a pre-qualified panel established under Division 3 of the Regulations;

d) goods and services or works as a result of an emergency or a COVID-19 declaration;

e) where there is a genuine sole source of supply;

f) where the goods to be supplied are petrol or oil (lubricant); or any other liquid, or gas, used for internal combustion engines;

g) goods, services or works supplied through an Australian Disability Enterprise or through a registered Aboriginal Business

h) the Contract is for a renewal or extension of an existing Contract;

i) the Contract is formed by the novation of a Contract to which sub regulation (1) applies;

j) for LGIS services; or

k) any of the other exclusions under Regulation 11(2) of the Regulations apply.

An exemption from undertaking a public procurement process does not remove an employee's obligation to comply with this Policy and to seek Quotations in accordance with the requirements outlined in this Policy and in the Procurement Procedures and Guidelines.

14. Exemption from Raising a Purchase Order

The City acknowledges that there are circumstances whereby it is not administratively efficient, nor effective, to raise a purchase order. All purchases that are exempted from the raising of a purchase order are subject to written approval from the CEO or relevant Director. A list of exemptions to the raising of a purchase order is outlined in the City's Procurement Procedures and Guidelines.

The list of exemptions will be periodically reviewed (and no later than annually) by the Chief Executive Officer, or their delegate.

15. Anti – Avoidance

Orders for the purchase of goods and services are not to be split into lesser-valued individual components so as to circumvent the guidelines associated with the purchasing thresholds established in this Policy. Where feasible, orders should be aggregated upwards to

provide a Contract for the supply of goods and services on an annual or perennial basis.

16. Sole Source of Supply

Where goods or services do not exceed $50,000, the procurement of goods and/or services available from only one private sector source of supply, (i.e. manufacturer, supplier or agency) is permitted without the need to call competitive quotations or public procurement process provided that there must only be one genuine source of supply. Every endeavour to find alternative sources within Australia must be made and documented. The application of provision "sole source of supply" should only occur in limited cases, subject to written approval from the CEO or relevant Director to do so.

17. Emergency Purchases

Emergency purchases as per the Regulations, are defined as the supply of goods or services associated with:

- A local emergency and the expenditure is required (within existing budget allocations) to respond to an imminent risk to public safety, or to protect or make safe property or infrastructure assets; or
- A local emergency and the expenditure is required (with no relevant available budget allocation) to respond to an imminent risk to public safety, or to protect or make safe property or infrastructure assets in accordance with s.6.8 (1)(c) of the Local Government Act 1995 and Function and General Regulation 11(2)(a); or
- A State of Emergency declared under the Emergency Management Act 2005 and Local Government (Functions and General) Regulations 1996, Regulation 11(2)(aa), (ja) (iii) , (3) and (4) apply to vary the application of this policy.

Emergency Purchases are to include safety hazards / exposure to risk requiring immediate attention and are to be approved by the Chief Executive Officer. They are not intended to be long term arrangements.

An emergency purchase does not include purchases not appropriately planned for, or due to time constraints.

18. Probity/Probity Experts

In accordance with the Principles outlined in the Policy statement and the requirements articulated in the Procurement Procedures Manual, all persons involved in a procurement process will have regard for probity as it relates to Confidentiality and Conflict of Interest.

The decision to appoint a probity expert will be at the complete discretion of the Chief Executive Officer.

Probity experts ensure a transparent and fair procurement process and best value for money. An independent person may be appointed to act as a probity expert as outlined in the Procurement Procedures and Guidelines.

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19. Contract Management

All City Contracts, including supplier grievances will be managed during their lifecycle by the Responsible Officer in accordance with contract management practices, principles and procedures outlined in the Procurement Procedures and Guidelines.

20. Contract Variations

In general, Agreements and Contracts may be varied where:

a) The variation is lawful and in accordance with the Agreement/Contract;

b) The supplier is in good standing with the City;

c) The revised value of the Agreement or Contract as a result of the variation does not exceed the Financial Authority of the Officer approving the variation; and

d) The revised value (if applicable) of the Agreement or Contract as a result of the variation can be incorporated into approved City budgets and/or the City's Long-term Financial Plans.

In addition to the points noted above, Agreements or Contracts which were entered into by the City as a result of a public tender are further restricted by the Regulations.

Further details are included in the Procedures and Guidelines.

21. Engagement of Contracted Suppliers

Employees will ensure that no commitment to purchase goods and/or services is given to a supplier without an appropriately approved purchase order as part of the engagement process unless exempted under this Policy.

22. Novation of Contracts

The City has the ability to novate Agreements or Contracts, as required, where the resulting 'new' Agreement or Contract would not qualify for public tender per the Regulations. However, the City is not obliged to agree to an assignment or novation and must consider the particular details, risks and contractual obligations of such requests. Generally, the City may not novate Agreements or Contracts where the resulting 'new' contract would ordinarily qualify for a public tender under Part 4, Division 2, Reg 11(1) of the Regulations.

Before acceptance of a contract novation the City should ensure that it undertakes its due diligence on any party that is assuming the rights and benefits in a Contract of the party that is exiting the Contract.

Accepting a novated Contract must be at the absolute discretion of the City.

The Regulations have recognised that a novated Contract is to be treated as continuation of an existing Contract. Therefore, the normal purchasing threshold values under Section 4 of this Purchasing Policy do not apply to contract novation.

Further information about contract novation and the process for transitioning a contract novation is outlined in the Procurement Procedures and Guidelines.

23. Sustainable Procurement

The City is committed to implementing sustainable procurement where appropriate, by providing a preference to suppliers that demonstrate sustainable business practices (social advancement, environmental protection, local economic benefits and good governance).

Tender specifications will include a requirement for organisations to comply with the principles of 'No Business in Abuse' and include sustainable specifications within the request.

A qualitative weighting will be used (as per Section 6 of this Policy) in the evaluation of Offers to provide advantages to suppliers that satisfy this requirement.

a) Support of Local Suppliers

Before entering into a Contract for the purchase of goods and services, the City shall give preference to a Local Supplier, where their Offer is deemed to satisfy the City's requirements and be competitive in accordance with the Regulations, and the Procurement Procedures and Guidelines.

Employees will use the local market for their procurement requirements, to encourage economic growth and local business partnerships where it is practical and reasonable to do so.

b) Purchasing from Aboriginal Business

The City will support the purchasing of goods and services from Aboriginal businesses. This will be in accordance with the requirements outlined in the Procurement Procedures and Guidelines.

c) Purchasing From Disability Enterprises

The City will support the purchasing of goods and services from Australian Disability Enterprises. This will be in accordance with the requirements outlined in the Procurement Procedures and Guidelines.

d) Environmental Sustainability

The City will adopt an approach to procurement that supports sound environmental considerations in its purchasing activities as outlined in the Procurement Procedures and Guidelines. Where practical, it is the City's preference to purchase goods with minimal or no single use plastic in its content or packaging.

24. Panels of Pre-Qualified Suppliers (PPS)

Under Section 24AB of the Regulations, a Local Government entity may establish a Panel to supply particular goods or services to the Local Government in accordance with the requirements set out in Section 24AC of the Regulations.

The City may consider creating a Panel of Pre-Qualified Suppliers (Panel) when a range of similar goods and services are required to be purchased on a continuing and regular basis.

The City may enter into an Agreement with a Supplier for the provision of goods or services under a Panel in accordance with Regulation 24AJ and subject to the following conditions:

i. The Contract established under the Panel Agreement may only be for a maximum twelve (12) months term; and

ii. Is prohibited from having any extension of term provisions included in the Contract

The Panel will be established in accordance with Part 4, Division 3 of the Regulations and requirements outlined in the Procurement Procedures Manual.

In establishing and using a Panel, the City must:

a) clearly articulate the goods or services to be provided by the Panel;

b) provide instructions to Panel members regarding how the Panel will work, including advice on how Quotes will be requested, work awarded and supplier changes managed;

c) regularly performance manage and proactively engage Panel members;

d) register all Agreements in the City's procurement system; and

e) not enter into Contract with a Panel member (i.e. Purchase Order) for a scope of work which covers a period of more than 12 months or which contains options to extend past 12 months (Division 3, reg 24AJ(2) of the Regulations). For clarity, the Panel itself (supplier Agreements) can exist for a term longer than 12 months.

Panels must be structured in a way that encourages effective competitive tension amongst Panel members ensuring the City sustains commercial value from the arrangement.

Individual Panel purchasing rules take precedence over the requirements for the Purchasing Thresholds outlined in Section 3, of this Policy.

25. Standing Offer Arrangements

A Standing Offer is a type of Contract or Agreement that allows for purchases to be made under it during its term of operation and sets out the terms and conditions on which purchases will occur. This includes Standing Offers with a single supplier, or multiple suppliers and Pre-qualified Panel Arrangements.

The application of a Standing Offer Arrangement is outlined in more detail in the Procurement Procedures and Guidelines.

26. Purchase Cards

Use of Purchase Cards

Purchase cards are to be used in accordance with the requirements of this policy and the relevant guidelines within the Procurement Procedures Manual. The use of purchase cards is to be limited to purchases where:

- The total value of the purchase does not exceed $1,000; and
- The establishment of a supplier agreement (or account with the supplier) is not possible or practical due to purchases with the supplier being a one off or likely to be very infrequent; or
- The only purchasing option available is via use of a purchase card

Purchases requiring the use of a purchase card that exceed $1,000 will require the approval of the relevant Director.

Issuing of Purchase Cards

Issuing of purchase cards will be subject to cardholders demonstrating the ability to meet the requirements of this policy and the relevant guidelines within the Procurement Procedures Manual. Purchase cards will only be issued as per the criteria outlined in in the Procurement Procedures and Guidelines. Issuing of purchase cards requires the approval of the Director Corporate Services or CEO.

Appropriateness of purchase card usage

Purchase card holders are to have regard for what is generally considered to be appropriate and reasonable when making food, beverage and hospitality related purchases and to achieve this should adhere to value for money principles outlined in this policy and relevant guidelines within the Procurement Procedures Manual.

Cancellation or revocation of purchase cards

Purchase cards are to be cancelled or revoked as per the criteria outlined in in the Procurement Procedures and Guidelines.

27. Records Management

All procurement records and key decisions, from business case development to contract award, are to be kept in a single file in accordance with the City's Records Management Policy, and the State Records Act 2000.

24. Declaration of Gifts and Benefits

Any gift or benefit received from a past, current or prospective supplier is to be declared in accordance with the City's code of conduct. The declaration of a gift or benefit may result in the exclusion of the associated officer from any procurement process associated with that supplier, with the decision being at the complete discretion of the relevant Director or Chief Executive Officer.

28. Consequences

This Policy represents the formal position and expected procurement standards of the City. It is mandated under the Act and Regulations and non-compliance therefore represents a breach of the Act and Regulations.

Elected Members and Employees are obligated under the Council's Code of Conduct to give full effect to the lawful policies, decisions and practices of the City. Failure to comply with this policy may lead to disciplinary action.

29. Review

This Policy is to be reviewed no later than every two years.

30. Definitions and Abbreviations

Agreement – is a form of Contract that is a legally binding arrangement with agreed terms and conditions. The Agreement must be properly executed, lawful and current. It is typically applied in a Standing Offer Arrangement including panel arrangements.

Contract **-** means the agreement between the Principal and the successful Respondent(s), the terms and condition of which are contained in the Contract documents outlining the creation of mutual obligations that are enforceable by law. It is generally the outcome of a procurement process. A purchase order is a form of Contract.

Direct Sourcing – the procurement of goods and/or services by placing an order with the supplier of choice, without seeking other bids. An annual assessment of the market may need to be undertaken.

Emergency – an unanticipated and unbudgeted purchase without which exposes the City to an immediate risk or liability of high priority.

Estimated Contract Value (ECV) – The total value of the Contract, including any extension options

Local Supplier – is defined in the Policy as being a supplier with an office, or workshop or retail presence in the following locations: Beaconsfield, Fremantle, Hilton, North Fremantle, O'Connor, Samson, South Fremantle, and White Gum Valley.

Note: The South West Local Government Group (SWLG) consists of the Cities of Fremantle, Melville, Cockburn, Kwinana, and Rockingham, and the town of East Fremantle. This Policy requires the businesses to have been operating out of the local premises for a continuous period of not less than six (6) months.

Offer – has the same meaning as a written statement from a Respondent in response to a Request issued by the City.

Purchasing Threshold - means the determination of the actual or estimated contract value of a commercial commitment (e.g. Agreement, Contract, or purchase order) over the full term and/or quantity of supply, including all extension options or volume increase. The City's Purchasing Thresholds are outlined in Section 3 of this Policy.

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Quotation – means a written statement from a Respondent setting out the cost, technical specifications, and description for the supply of goods and/or services.

Request – has the same meaning as Quotation, Tender, Expression or Interest, or Request for Proposal document issued by the City.

Respondent - A prospective supplier that responds to all forms of procurement requests including Quotations or Tenders. May also be referred to as a Tenderer.

Responsible Officer – is the person responsible for the delivery of the project, good or service that is subject of the purchase.

Risk Assessment - means determining the general risk profile of a particular procurement activity giving due consideration to the type of goods or service, nature of the supply market, contracting complexity, Agreement value, party type or quantity, community impact, probity concerns or public perception.

Sole source of supply – where it has been clearly established that only one supplier can supply the requirement within Australia. Usually these are unique products that cannot be found anywhere but only through one supplier or manufacturer.

Tender – means a Tender required under Regulation 11 of the *WA Local Government (Functions and General) Regulations 1996* or other Tender Procedure as determined by Council.

TenderLink **-** is the current online electronic Tender system (ePortal) that is used for issuing all City Tenders.

Term of Contract – Period of Contract or Agreement.

Value for Money (VfM) - means the total benefit derived from a good or a service including non-cost factors when compared to its total financial cost, assessed over the term of the Agreement, Contract, or expected lifespan of the asset. Cost and non-cost factors are considered on balance, and a value judgement is made about the best outcome.

Non-cost factors may include the following:

- fitness for purpose;
- level of industry participation;
- technical and financial issues;
- supplier capability;
- sustainability;
- risk exposure;
- availability of maintenance, service and support;
- compliance with specifications;
- compliance with terms and conditions of contract; and
- ease of inspection, communication and delivery.

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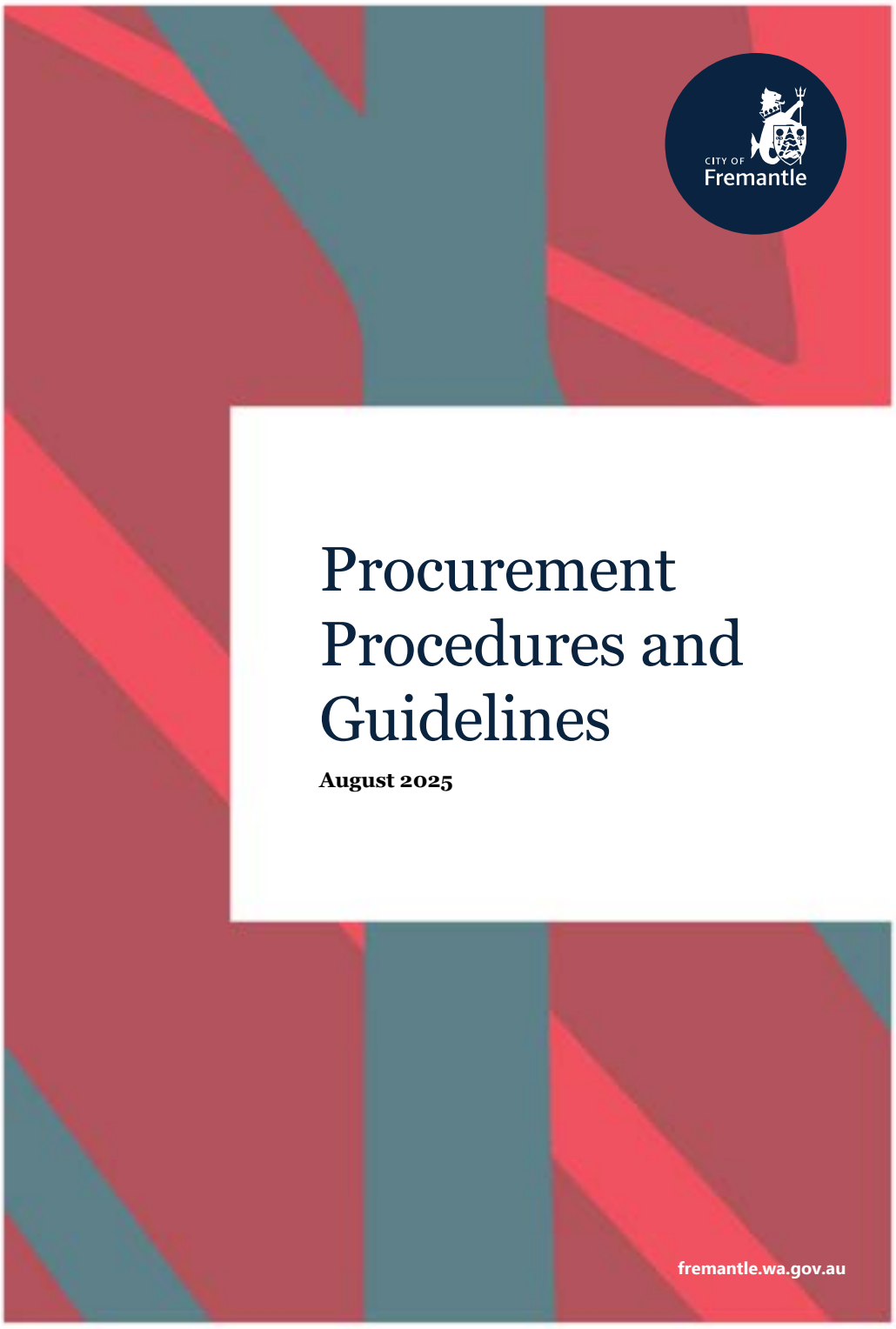
Responsibility and review information	
Responsible officer:	Director City Business
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#
Next review date	(maximum of four years from last review)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Fremantle
Procurement Procedures and Guidelines
August 2025
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Procurement Procedures and Guidelines

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Procurement Procedures and Guidelines

1. Executive Statement

The City's Procurement Policy, Procurement Procedures and associated documents are designed to promote full and open competition in all procurement activities to maximise the benefits of Value for Money (VfM), quality, integrity, risk and compliance.

The Procurement Team is responsible for the development of the City's Procurement Policy and Procurement Procedures and Guidelines. Managers with purchasing authority are individually responsible for compliance with the Procurement Policy and procedures outlined in this document.

2. Purpose

The City's Procurement Policy and Procurement Procedures and Guidelines are designed to provide Staff with the guidance, processes and tools required to effectively undertake compliant procurement activities on behalf of the organisation.

The Procurement Procedures and Guidelines apply to all Staff who procure Goods, Services (including Consultancy) or Works and/or manage Contracts on behalf of the City from simple, low value and low risk one off purchases to high value/high risk, complex and strategic projects.

3. Procurement Method

The procurement method will be determined by the Estimated Contract Value (ECV) of the purchase and the thresholds outlined in **Section 6**, except when covered under the scope of an existing Panel Agreement.

Purchases made under a Panel Agreement must follow the Panel Buying Rules as outlined in the policy and this document. Transactions under a Panel Agreement are to be confirmed through a purchase order.

Procurement activities should be planned to ensure compliance with the Procurement Policy and the *WA Local Government (Functions and General) Regulations 1996* (Regulations) while achieving value for money and reducing administrative burdens for the City and suppliers.

4. Budget Allocation

All purchases require the necessary forward budget allocation (at the value of the total ECV) before making a purchase. This can include an allocation in the Council adopted Long Term Financial Plan if a purchase requires a lead time of more than 12 months.

If a budget is not available for your intended purchase, you must immediately contact your Manager or Director. Budget allocations are only to be used for their original purpose as

stated within the adopted budget. Any changes to this will require explanation, by way of budget Amendment, or a Council decision.

5. Risk Management

The purchaser should seek advice from the City's Risk Officer in relation to utilising the City's corporate risk management framework to determine level of risk and the risk management approach required.

For significant procurement processes with a an ECV greater than $1M, a more detailed procurement planning process should be undertaken which includes a risk assessment for procurement and contract management risk.

Where the procurement and / or contract management risk is considered moderate to high, request documentation must have regard for procurement risks in the procurement process and associated controls, including relevant updates to insurance provisions. These controls and any other risks are to be vetted through the evaluation process.

Identified risks during the procurement process may contribute to and inform the overall VfM decision.

The first step of the risk management process is to identify the risk including its causes and its inherent risk rating: it concerns future events. Current issues may inform future risks but are not a risk in and of itself. Issues are a current problem; risks are a future or potential problem.

The risk identification process includes:

- what is the risk;
- what are its causes;
- what is the outcome or affect of the risk;
- determine the inherent risk (risk rating):
    - What is its likelihood (probability), and
    - What is the consequence (impact).

Risks can be accepted, transferred or mitigated to reduce probability or impact.

Risk management regarding procurement and contract management should be carried out from the planning stage, through to the procurement process and into the delivery of the Contract until the contract term is concluded.

6. Purchasing Thresholds

The following table establishes the guidelines for the purchase of goods, services and works depending upon the ECV (excluding GST):

Purchase Amount	Policy
$0 to $1,500	Seek at least one verbal Quote from a nominated supplier
$1,501 to $15,000	Seek at least one written Quote from nominated supplier.
$15,001 to $50,000	Seek at least two written Quotations from suitable suppliers
$50,001 to $250,000	Seek three written Quotations from suitable suppliers. Price and the specification of goods and services are to be requested. The procurement decision will be based on VfM and qualitative considerations.
Above $250,000	A public tender process is required to be conducted through the ePortal platform; or seek at least four (4) quotations if a tender exemption is being utilised.

* The "total contract term" can mean "a one-off purchase" or "a pre-defined period".

Note that unless exempted, Direct Sourcing only applies to purchasing up to an ECV of $15,000 (excluding GST) as per the stated purchasing thresholds in this Section.

If a decision is made to seek public Tenders for Contracts of $250,000 or less, a full public Tender process must still be followed.

Notwithstanding the minimum requirements of the above mentioned thresholds, it should be noted that these are minimum requirements only, and that there may be situations where it is appropriate to seek more than a single Quote e.g. where there are multiple local suppliers that can carry out the work. This should be considered by the officer undertaking the procurement process at the procurement planning stage.

All Quotes must be written and captured within the City's records management system.

7. Supplier Order of Priority

When carrying out any procurement activities, business units should consider and apply the following Supplier Order of Priority:

Priority 1	**Is there an existing prequalified Supplier Panel or contract in place?** Current City contracts, including an existing panel of pre-qualified suppliers or contracted supplier, must be used where the City's supply requirements can be met through the existing Contract or Agreement.
Priority 2	**Are there Local and Aboriginal Suppliers who can provide the goods/services?** Where possible quotations should be obtained from relevant local and/or aboriginal suppliers in the first instance and subsequently, those permanently located within surrounding Local Government Area.
Priority 3	**Does a Tender exemption apply?** In the event that an existing City Contract is not suitable (Priority 1); or there are no suitable local/Aboriginal suppliers that meet the requirements (Priority 2); then the City may use a suitable and relevant – a. WALGA Preferred Supply Arrangement, b. State Government Contract, c. Commonwealth Government Contract, or d. Other Local Government Contract
Priority 4	**Other Tender exempt arrangements** Subject to Priorities 1, 2 or 3, quotations can be sought from suppliers in accordance with other Tender exempt provisions such as sole source of supply provision, Australian Disability Enterprises, and arrangements beyond contract term. Such arrangements beyond contract term will need to be in accordance with the threshold level requirements outlined in Section 6 of this document.
Priority 5	**Other Suppliers**

	Where there is no relevant existing Contract / Agreement or Tender exempt arrangement available, purchasing activity from any other supplier is to be in accordance with relevant Tender threshold and purchasing practice specified in the table above under Section 6 of this document.

8. Anti-Avoidance

Orders for the purchase of goods and services are not to be split into lesser-valued components to circumvent the guidelines associated with the purchasing thresholds

This includes the creation of two or more Contracts or creating multiple purchase order transactions of a similar nature.

Total expenditure in future years of the Contract must also be estimated accurately irrespective of whether it exceeds the annual budget allocation.

Utilising rolling Contract extensions at the end of a contract term without properly testing the market or using a tender exempt arrangement, may place the City in breach of the Regulations (Regulation 12).

The Procurement Team will undertake a periodic review of purchases for similar goods and services to inform strategic sourcing arrangements and opportunities.

9. Procurement Practices

Criteria for deciding which Quote or Tender should be accepted is to be determined in writing before quotations are sought or Tenders publicly advertised/invited.

An evaluation panel will be established to assess all procurement processes to ensure that the City is obtaining VfM and to satisfy probity and due process requirements.

The evaluation panel will be established prior to the invitation of a quotation, advertising of a Tender, or invitation to respond to the establishment of a Panel Agreement. The evaluation panel will include a mix of skills and experience relevant to the nature of the purchase and should also include at least one panel member from outside of the team or business unit undertaking the procurement.

For requests with a total ECV (ex GST) of:

- Over $15,001 and up to $50,000, the evaluation panel must contain a minimum of 2 members to determine the recommendation.
- more than $50,001, the evaluation panel must contain a minimum of 3 members.
- all invitations to establish Pre-qualified Panel Agreements must contain a minimum of 3 evaluation panel members.

A written recommendation report will be prepared that captures the justification for the recommendation and outlines clearly the process that was undertaken to arrive at the recommendation. The level of detail in the recommendation report should be commensurate with the value, risk and complexity of the procurement process.

10. Ethical Conduct in Procurement

All officers involved in procurement must uphold the highest standards of ethics, integrity, and transparency. This includes maintaining confidentiality, declaring and managing conflicts of interest, and complying with the City's Code of Conduct and relevant legislation.

10.1 Confidentiality

Information obtained through procurement must only be shared with:

a) City staff or external parties directly involved in the procurement process, and

b) Individuals who have signed a Declaration of Confidentiality and Interest (e.g. auditors, consultants, probity experts).

Commercial-in-confidence information (including pricing, proposals, and supplier negotiations) must be securely stored in the City's document management system and only used for procurement purposes, internal investigations, or where legally required.

10.2 Conflict of Interest

All participants must declare any actual, perceived, or potential conflicts of interest as early as possible. Declarations must be reaffirmed once suppliers are known. Where a conflict exists:

a) Officers should be removed from the procurement process, where practical.

b) If removal is not possible, a Conflict Management Plan must be developed and approved by Governance.

c) No person may participate where either they or any immediate family member(s) hold influence over any involved supplier(s).

Gifts, benefits, or hospitality related to procurement must be declined, regardless of value.

10.3 Breaches

Breaches of confidentiality or conflict of interest obligations must be reported immediately to the relevant Manager, Director, Governance or the CEO. Depending on severity, breaches may result in:

a) Training or remedial action,

b) Disciplinary measures under the City's Code of Conduct,

c) Referral to external agencies (e.g. Corruption and Crime Commission) in cases of suspected misconduct or corruption.

10.4 Gifts and Benefits

The acceptance of a gift or benefit (as defined in the City's code of conduct) from a past, current or prospective supplier is prohibited, regardless of the value.

11. Probity Experts

City staff must consider the appointment of a Probity Advisor or Probity Auditor for a procurement process based on the nature, sensitivity and complexity of the requirement.

A Probity Advisor provides guidance throughout the procurement process, while a Probity Auditor reviews the process after completion. The Procurement Team may provide internal probity advice only if they are not otherwise involved in the process. Circumstances by which a probity expert may be engaged include:

a) a procurement with an expected value of more than $1,000,000; or

b) a procurement that is complex or unusual in nature; or

c) a procurement considered politically sensitive or subject to a high degree of public scrutiny.

All probity engagements must be documented, and roles clearly defined prior to commencement.

12. Direct Purchases and Quotations (up to $250,000)

Quotations should be sought in accordance with the threshold levels and requirements outlined in **Section 6** and the Supplier Order of Priority outlined in **Section 7** of this document.

Request for Quotations generally follow the same steps as a Request for Tender, with details adjusted to match the risk, complexity, and ECV of the procurement process and contract.

Assessment of offers must be:

a) undertaken in a manner appropriate to the value, risk and complexity of the procurement process; and

b) conducted in accordance with the evaluation criteria and process documented in the Request.

Similarly, the level of detail contained in the Evaluation Recommendation Report should be commensurate with the value, risk and complexity of the procurement process.

Where a Quotation process above $150,000 is inherently complex and/or carries high risk a Procurement Plan should be prepared which together with other procurement documentation, may be referred to the MPA Panel for consideration.

When estimating a pre-quotation cost the officer undertaking the procurement process must use their best efforts to determine the ECV and be able to provide evidence of the research undertaken or rationale if requested by an auditor or other form of independent scrutiny or review.

Where a quotation received exceeds the thresholds as described in **Section 6**, further endorsement and approval is required from the MPA Panel if that quotation is to proceed to contract.

Assessment of this scenario by the MPA Panel should consider the extent to which research was undertaken to determine the ECV (i.e. does the research support the original estimate being within the specified threshold level).

However, if the pre-determined ECV is close to the next threshold level, the prudent approach is to assume the minimum procurement requirements as if they are to be applied to the higher threshold level.

The overall responsibility for ensuring that purchasing activity is undertaken in accordance with the relevant City Procurement Policy and Procurement Procedures and Guidelines rests with each Manager/Director with purchasing authority.

Managers/Directors are responsible for ensuring that staff under their area of responsibility undertaking procurement are:

a) appropriately aware of the requirements of their delegated level of authority.

b) appropriately trained to conduct procurement on behalf of the City;

c) aware of and comply with all relevant requirements of the Act and Regulations, the City's Procurement Policy and Procurement Procedures and Guidelines and associated supporting materials;

d) aware of and comply with all other relevant legislative and regulatory requirements; and

e) aware of and address the relevant requirements of the City's key management systems relating to work, health and safety, human resources, environmental management and records management.

Where written quotations have been called, the relevant officer undertaking the procurement activity, is responsible for providing notification of successful and unsuccessful bids and to provide debriefings (if requested), to all suppliers submitting a Quotation.

13. Public Tendering (greater than $250,000)

Tendering processes in the City are carried out by the relevant business area. A Procurement Plan should be prepared for all publicly advertised procurement processes with an ECV greater than $250,000. A more detailed Procurement Plan should be prepared where the procurement is very high risk or with an ECV greater than $1M which includes a risk

assessment for procurement and contract management risk. In preparing the Procurement Plan, consideration should be given to the following:

a) clear identification of project requirements;

b) risk management, see **Section 5**;

c) contracting strategy (procurement planning and contract packaging);

d) contractor remuneration and performance incentives;

e) appropriate procurement methods;

f) appropriate form of contract/agreement;

g) evaluation models and method of assessment; and

h) Regulatory and Procurement Policy implications as follows as per below.

14.1 Publicly inviting Tenders

Tenders will be invited in accordance with the requirements of Regulation 14 of the Regulations.

When Tenders are publicly invited, Statewide public notice of the invitation is to be given. The minimum requirements that must be included in the notice are stated as follows:

a) a brief description of the goods or services;

b) particulars identifying a person from whom more detailed information as to tendering may be obtained;

c) information as to where and how Tenders may be submitted; and

d) the date and time after which Tenders cannot be submitted.

14.2 Minimum time allowed for submitting Tenders

Tenders will be advertised in accordance with the requirements of Regulation 15 of Regulations.

The minimum time for a Tender to be advertised is 14 days after the date of advertisement and the notice must be:

- Published on the Local Government's official website; and
- Published in at least 3 of the ways prescribed under Part 1A in the *WA Local Government (Administration) Regulations 1996*.

However, although this is the minimum requirement, the period that the request is advertised should be commensurate with overall complexity and risk of the procurement. This may mean that in many circumstances the period of advertising will be longer than the minimum 14 days after the date of advertising.

14.3 Receiving and opening Tenders

Tenders will be received and opened in accordance with Regulation 16 of the Regulations.

Tenders must be kept in safe custody and ensuring confidentiality.

Tenders are not to be opened, examined or assessed until the time after which further Tenders cannot be submitted.

When Tenders are opened:

a) There must be –
   I. At least 2 employees of the City present; or
   II. One employee of the City and at least one other authorised person;
b) Members of the public are entitled to be present; and
c) Details must immediately be recorded in the Tenders Register.

14.4 Tenders Register

A Tenders Register will be kept and maintained in accordance with Regulation 17 of the Regulations.

1. The CEO is responsible for keeping the Tenders Register and making it available for public inspection.
2. The CEO must publish the Tenders Register on the City's official website.
3. The Tenders Register is to include for each invitation to Tender:
   a) A brief description of the goods or services required; and
   b) Particulars of -
      I. any notice by which expression of interest from prospective Tenderers was sought
      II. any person who submitted an expression of interest; and
   c) A copy of the notice of the invitation to Tender.
   d) The name of each Tenderer whose Tender has been opened.
   e) The name of and the contract value or a summary of the contract value for the successful Tenderer.

14.5 Rejecting and accepting Tenders

Tenders will be rejected and accepted in accordance with Regulation 18 of the Regulations.

This includes:

a) The rejection of late Tenders

b) The rejection of non-compliant Tenders that fail to comply with the requirements specified in the Tender;

c) Tenders are to be assessed by means of written evaluation in accordance with VfM;

d) Requesting clarifications of the information provided in the Tender so as to assist in making a determination on the Offer; and

e) The City can decline any Tender.

14.6 Tenderers to be notified of outcome

Regulation 19 of the Regulations requires the CEO to give each Tenderer notice in writing (Resolution Letters) containing particulars of the successful Tender or advising that no Tender was accepted.

The relevant Officer undertaking the procurement activity must provide notification of successful and unsuccessful Offers, and provide debriefings (if requested), to all suppliers submitting a response to the Request for Tender.

15. Expressions of Interest

An Expression of Interest (EOI) is generally considered as the first part of a two-stage procurement process. It is considered in situations where the project is of significant value or contains significant complexity of project delivery that may solicit responses from a considerable range of industry providers.

An EOI may be considered where the required procurement is likely to be characterised by one or more of the following criteria:

a) unable to sufficiently scope or specify the requirement;

b) there is significant variability for how the requirement may be met;

c) there is potential for suppliers to offer unique solutions and / or multiple options for how the purchasing requirement may be obtained, specified, created or delivered;

d) subject to a creative element; or

e) provides a procurement methodology that allows for the assessment of a significant number of potential Tenders leading to a shortlisting process based on non-price assessment.

The second stage of the process follows either an invited Request for Tender or a Request for Proposal process depending on whether the Request is driven by prescriptive or outcomes-based requirements.

The EOI is to be treated in the same way as for Requests for Tender, with similar rules that includes the following attributes:

a) the time for responding.

b) the manner in which the EOI is advertised.

c) the process for evaluation.

d) acceptance and rejection of submissions; and

e) requirement to notify the Respondents of the outcome of the EOI.

All EOI processes will be based upon qualitative and other non-price information only i.e. price is not to be sought through an EOI process, nor should a Contract be entered into based solely on an EOI process.

16. Request for Proposal

As an alternative to a Request for Tender, the City may consider conducting a Request for Proposal (RFP) where the requirements are less known, or less prescriptive and detailed. It is generally used where the City wishes to solicit solutions and the process is outcomes based.

However, the RFP is to be treated in the same way as a Request for Tender, with similar rules applied that includes the following attributes:

a) the time for responding.

b) the manner in which the RFP is advertised.

c) the process for evaluation.

d) acceptance and rejection of submissions; and

e) requirement to notify the Respondents of the outcome of the RFP.

An RFP is often used as the second stage of an EOI process.

17. Evaluation Procedures

17.1 Evaluation Plan

Procurement processes that involve a Procurement Plan should also have an Evaluation Handbook to support the evaluation process.

The Evaluation Handbook:

- determines evaluation process;
- confirms the selection criteria;
- identifies Evaluation Panel members and their roles;
- articulates scheduling and confirms availability;
- prompts declarations (Confidentiality and Conflicts of Interest) to be made;
- prescribes appropriate assessment methods;

- promotes procedural fairness; and
- ensures adherence to policies and legislation.

17.2 Evaluation Process

The evaluation process follows three key steps:

Step 1: Pre-qualitative, compliance and disclosure – Not all processes will have a pre-qualitative element, but if included, it is a yes/no assessment. If it is a mandatory requirement, a 'no' on a mandatory pre-qualitative assessment will mean a fail, so should be used appropriately. Using a mandatory pre-qualitative assessment runs the risk that you may exclude some respondents that you expect to participate. On the other hand, a mandatory pre-qualitative assessment does enforce potential respondents in declaring their interest.

Compliance and disclosure is a yes/no assessment. A 'no' does not necessarily mean a fail but is an opportunity to understand from respondents why they do not comply.

Step 2: Qualitative assessment – The qualitative assessment does not include price and is a weighted scoring assessment. Step 2 may also include presentations and discovery workshops by shortlisted respondents. Shortlisting is generally done on the qualitative assessment only.

Step 3: Value for Money – Price assessment is carried out and respondents ranked on price. Value for Money is then applied, taking into account the price ranking and the qualitative ranking, as well as other non-price factors as part of the due diligence and risk assessment. Value for Money is an assessment of price and non-price factors (see Section on Value for Money).

17.3 Pre-qualification Requirements

Pre-qualification requirements are not always necessary and depends on the nature of the procurement. Its requirement should be determined at the procurement planning stage. If this step is used, it is a mandatory requirement.

A mandatory pre-qualification may include licenses, accreditation with relevant standards or certain levels of insurance.

A site visit or industry briefing that is treated as a mandatory requirement becomes a pre-qualification. A non-mandatory site visit or industry briefing is treated simply as a requirement of the procurement process and not as a pre-qualification. Pre-qualification should be used appropriately. If a mandatory requirement is used, it may exclude some Respondents from participating.

17.4 Compliance and Disclosure

These may form part of the VfM assessment.

On their own, should not generally exclude a Respondent from the procurement process unless it is identified in the approach to market, that failure to comply will exclude the Respondent from further participation in the procurement process.

Sometimes, compliance requirements may indicate to the Respondent that compliance will be looked upon favourably, however, that still does not exclude a Respondent from further participation due to a failure to comply.

Disclosure requirements should be used to advise the evaluation panel of certain items of interest and may be considered as part of the VfM determination but is unlikely to exclude a Respondent on its own.

17.5 Assessment of Qualitative Criteria

Qualitative Criteria (Weighted) is the basis for evaluating "how well a Respondent is suited to meet the requirement".

Depending on the type of contract, qualitative criteria could also include 'service performance', 'technical skills' and 'methodology' as further examples.

These criteria determine the Respondent's suitability to undertake the project requirements. It is not always linked solely to the Respondent's technical capability.

Typical examples of criteria include: 'demonstrable projects', 'key personnel', 'sustainability', 'local content', and 'organisational capability'.

Evaluation panel members should individually score each Respondents against each criterion and then come together to reach a consensus score for each Respondent. Consensus scoring does not mean the average score of all scores. Consensus scores are reached when the evaluation panel comes to a common agreement as to the merits of each score for each Respondent.

17.6 Price Basis and Assessment

Price offer may be sought to meet a range of requirements including:

a) fixed price,

b) schedule of rates,

c) scenario based e.g. basket of goods,

d) discount from list price; and

e) time and materials but capped or uncapped.

Price request should include all disbursements. **Pricing assessments should not be weighted as this dilutes the Value for Money proposition**.

Evaluations should cross check against listed price and consider whether sensitivity analysis should be carried out.

Price variation mechanism may be preset and be provided by the City for the Respondent to comply with or may be sought from Respondents. The most appropriate mechanism will depend on the industry.

Depending on the value of the Contract and the risk exposure to imported content, a foreign exchange provision should be considered for inclusion in the Request. WA Treasury Corporation may be able to assist with foreign exchange provisions.

Be wary of hidden costs. Upfront costs may appear attractive with significant cost imposts at the back end of a contract. Therefore, Total Cost of Ownership is a consideration for evaluators. Respondents may be aware of this and attempt to minimise concerns around price risk exposure.

17.7 Other evaluation factors

Although price and qualitative assessment are critical elements in determining an outcome, depending on the type of contract, and the complexity and risk exposure of the Contract, other factors and requirements form an important aspect of the evaluation process and may influence the outcome. These could include a range of due diligence measures such as reference checks, financial soundness, and discovery workshops. Detailed risk assessment including sensitivity analysis around various options may also contribute to determining the outcome of the procurement process.

18. Exemptions

18.1 Exemptions from requiring Quotes

The City acknowledges that there are circumstances whereby seeking of Quotes up to the $250,000 purchasing threshold is not always possible or practical. A list of exemptions is outlined in the below table. This will be reviewed annually and / or on the acceptance of any new contracts. The use of these exemptions must be approved by relevant Director or CEO and be reported to the Audit and Risk Committee.

Exemption Type	Accepted Reason for Exemption
Purchases from Original Equipment Manufacturers (OEM)	When products or services required for an existing piece of plant, equipment, machinery or product can only be obtained from the OEM of that plant, equipment, machinery or product OR; if failure to procure the product or service required for an existing piece of plant, equipment, machinery from the OEM will result in the voiding of a warranty or contractual agreement. An OEM exemption does NOT include purchases from a third-party distributor or reseller of that plant, equipment, machinery or product irrespective of that third-party distributor or reseller being the only supplier that provides the product or service within WA or Australia. This should be considered under a sole source of supply exemption.

Specialist Legal or Consultant Advice	Where advice and/or expertise required is highly specialised and only available from one supplier with a particular specialisation.
Sole Source of Supply	Where goods or services not exceeding $50,000 are available from only one private sector source of supply, (that is the manufacturer, supplier or agency) and there is reasonable evidence that there is genuinely only one source of supply. Every endeavour to find alternative sources must be made and documented. Where the requirement exceeds $50,000 and up to and including $250,000, sole source of supply requires MPA endorsement and CEO approval. Where the requirement exceeds $250,000, sole source of supply requires Council approval.
Fixed or Statutory Cost	For purchases where a product or service is fixed or pre-determined in nature due to statutory requirements, and multiple comparable Quotes cannot be obtained (e.g. utilities, Government, state-wide advertising, postal services, memberships and subscriptions, taxis / cab charges / ride sharing / and specialised industry-based training)
Software License Renewal	For purchases where a license renewal is required for a system or piece of software that is already implemented and or used within the organisation, and the system or software was originally procured via the appropriate procurement process.

18.2 Exemptions from publicly inviting Tenders

Tenders are to be invited in accordance with the requirements outlined in the Regulations. Officers engaging in tendering activities should refer to the Regulations for a full understanding of Tender exempt related matters.

Note that unless exempted, Direct Sourcing only applies to purchasing up to an ECV of $15,000 (excluding GST) as per the stated purchasing thresholds in Section 6 of this document.

The following arrangements are considered to be exempt provisions for the purpose of complying with the procurement requirements outlined in the Regulations.

This means that unless otherwise stated, in meeting the City's purchasing requirements, the practices to follow regarding exemptions are as listed in the table below:

Exempt Provision	Action and practice to be adopted
WALGA Preferred Supply Arrangements	• direct sourcing of a suitable supplier where the contract value is up to and including $15,000 (ex GST); or • seek a minimum number of Quotes consistent with the threshold provisions outlined in **Section 6** of this document where the contract value is above $15,000 (ex GST).
Goods and services or works supplied by or obtained through a contract or arrangement established: • by a State Government agency; or • by the Commonwealth or any of its agencies; or • through an arrangement established by another local government or a regional local government.	• direct sourcing of a suitable supplier where the contract value is up to and including $15,000 (ex GST); or • seek a minimum number of Quotes consistent with the threshold provisions outlined in **Section 6** of this document where the contract value is above $15,000 (ex GST).
Where the City has within the previous six (6) months: publicly invited Tenders for the supply of the goods and services or works but no Tender was submitted that met the Tender specifications or satisfied the value for money assessment; or under Regulation 21(1), sought expressions of interest with respect to the supply of the goods and services or works but no person was, as a result, listed as an acceptable tenderer.	• direct sourcing from a suitable supplier. • documented evidence of the actions taken and the rationale for selecting a suitable supplier is required.
Goods and services or works obtained from expenditure authorised in an emergency under section 6.8(1)(c) of the Act; or the supply of the goods or	direct sourcing of a suitable supplier for the purpose of meeting the requirements under a state of emergency as outlined

Exempt Provision	Action and practice to be adopted
services is associated with a state of emergency.	under **Section 22** of the Procurement Policy.
The City has good reason to believe that, because of the unique nature of the goods and services or works required **(sole source of supply provision**), it is unlikely that there is more than one potential supplier	direct sourcing of a suitable supplier. Where the requirement exceeds $50,000 and up to and including $250,000, it is subject to endorsement from the MPA Panel and subsequent approval by the City CEO. Where the requirement exceeds $250,000, Council approval is required.
The goods to be supplied under the Contract are petrol or oil (lubricant); or any other liquid, or gas, used for internal combustion engines.	• direct sourcing of suitable supplier where the contract value is up to and including $15,000 (ex GST); or • seek a minimum number of Quotes consistent with the threshold provisions outlined in **Section 6** of this document where the contract value is above $15,000 (ex GST).
The goods and services or works are to be supplied by: • business registered on the Aboriginal Business Directory WA published by the Chamber of Commerce and Industry of Western Australia Limited ABN 96 929 977 985; or • business registered with the Australian Indigenous Minority Supplier Office Limited (trading as Supply Nation) ABN 50 134 720 362.	in accordance with the process outlined under **Section 32.2** of this Procurement Procedures and Guidelines.
The goods and services or works are to be supplied by an Australian Disability Enterprise.	in accordance with the process outlined under **Section 32.3** of this Procurement Procedures and Guidelines.
The Contract is a renewal or extension of the term of the original Contract where this was specified and there was	extend supplier in accordance with extension term of the Contract.

Procurement Procedures and Guidelines

Exempt Provision	Action and practice to be adopted
provision for the renewal or extension in the original procurement process.	
The original Contract is to expire within 3 months and the renewal or extension is for a term of not more than 12 months from the expiry of the original Contract; **and** the extension is entered into at a time when there is in force a state of emergency declaration applying to the district, or part of the district, of the City; **and** the contract for renewal or extension is entered into at a time when there is in force a state of emergency declaration or a COVID-19 declaration applying to the district, or part of the district, of the local government.	extend existing contract arrangements (subject to mutual acceptance by the supplier) beyond contract term for no more than 12 months.
the contract is a renewal or extension of the term of a contract (the original contract) for the supply of dental or medical services by a person registered under the *Health Practitioner Regulation National Law (Western Australia)* in the dental profession or medical profession.	extend existing contract arrangements in accordance with requirements as endorsed by the MPA Panel and approved by the CEO.
the goods or services are to be supplied by a Pre-qualified Supplier under Division 3.	purchases are to be made in accordance with the Buying Rules for the relevant Pre-qualified Supplier Panel.
the contract is formed by Contract Novation	in accordance with the requirements outlined in **Section 25** of this document.
LGIS Services	The suite of LGIS insurances are established in accordance with s.9.58(6)(b) of the **Local Government Act 1995** and are provided as part of a mutual, where WALGA Member Local

Exempt Provision	Action and practice to be adopted
	Governments are the owners of LGIS. Therefore, obtaining LGIS insurance services is available as a member-base service and is not defined as a purchasing activity subject to the Procurement Policy. Should Council resolve to seek quotations from alternative insurance suppliers, compliance with the Procurement Policy and the Regulations is required.

In the case of sole source supply, emergency or state of emergency provision, and / or the renewal or extension of the original Contract, endorsement from the MPA Panel and subsequent approval from the CEO is required before proceeding with that exemption. In addition, sole source supply requires Council approval for all purchases where the requirements exceed an ECV of $250,000.

For all other exempt provisions listed above, approval is required as outlined in the threshold levels at **Section 6** of this document.

18.3 Other Exemptions

Other exempt provisions may arise from time to time which will need to be considered by the MPA Panel. These exemptions include:

a) requests for an exemption from the appropriate procurement method, outside of the agreed Tender exempt provisions contained in the Procurement Policy and Procurement Procedures and Guidelines;

b) exemption to establish a Panel Agreement that exceeds five (5) years;

c) other procurement milestone stages such as (or exemptions from) Contract Management Plans or Contract Reviews prior to exercising extension options, as determined by the FRC; and

d) exemption from preparation of the Procurement Plan over $250,000 or above $150,000 where the procurement is high risk, complex and/or sensitive.

18.4 Exemption from Raising a purchase order

The City acknowledges that there are circumstances whereby it is not administratively efficient or effective to raise a purchase order.

In such circumstances, a contract is usually not established as the purchases are extremely low risk and/or low value.

All purchases that are exempt from the raising of a purchase order must be approved in accordance with their financial delegation. The following list of exemptions to the raising of a purchase order apply:

a) Credit card purchases – see Credit card procedure.

b) Loan Repayments.

c) Grant Payments.

d) Trust Payments.

e) Reimbursements.

f) For ad hoc fuel purchases that are less than $100 and unlikely to accrue to more than $500 per month.

g) Low value catering / kitchen consumables that are less than $50 per transaction and are not likely to accrue to more than $250 per month.

h) Performing and visual arts exhibitions.

i) Critical out of hours purchase -

   i. For reactive breakdowns that are critical, e.g. a contracted plumber can't provide a service -

   ii. Critical out of hours purchase must only be used outside of normal business hours and only for critical items / services;

   iii. The Purchase Order must be raised as soon as possible after the purchase, or on the next business day;

   iv. The words "Critical out of hours purchase" must be in the notes of the Purchase Order and the requisition must be approved by a supervisor; and

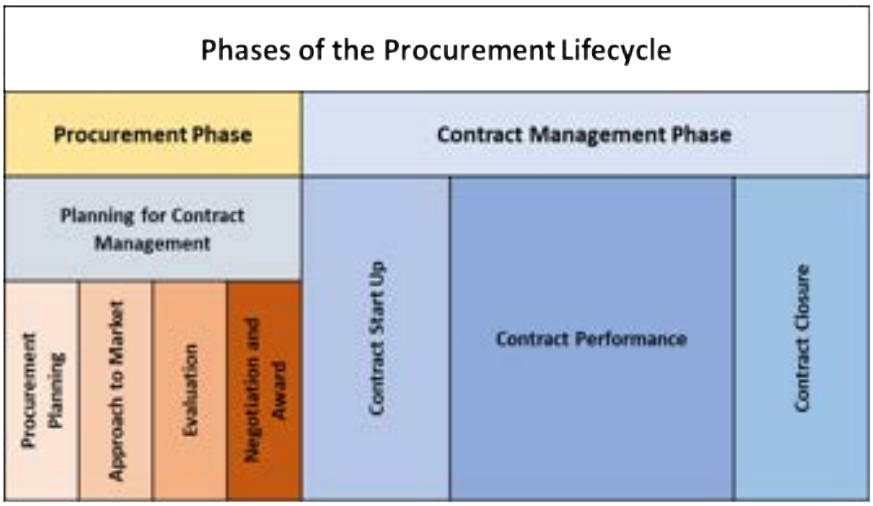
   v. Where possible these types of suppliers should be on call out service agreements.

Periodically (and no later than annually) other scenarios may be considered for exemption by the MPA Panel and approved by the CEO or their delegate.

19. Value for Money

The City will apply VfM principles when assessing procurement decisions.

Value for Money must be considered at all stages of the procurement lifecycle, particularly during planning and decision making.



Value for Money is a value judgement based on the City's consideration of cost and non-cost factors which include qualitative requirements, compliance and disclosure, risk, criticality, financial due diligence, as well as economic, environmental and social benefits.

Value for Money (VfM) will consider:

a) All relevant Total Costs of Ownership (TCO) and benefits including transaction costs associated with acquisition, delivery, distribution, and other costs such as but not limited to holding costs, consumables, deployment, training, transitioning (in and out) costs, maintenance and disposal.

b) The technical merits of the goods or services being offered in terms of compliance with specifications, contractual terms and conditions and any relevant methods of assuring quality. This includes but is not limited to an assessment of compliances, the supplier's resources available, capacity and capability, value-adds offered, warranties, guarantees, repair and replacement policies, ease of inspection and maintenance, ease of after sales service, ease of communications etc.

c) The Supplier's financial viability and capacity to supply without the risk of default, including the competency of the prospective suppliers in terms of managerial and technical capabilities and compliance history.

d) A strong element of competition by obtaining a sufficient number of competitive Offers consistent with the requirements outlined in **Section 6** of this document.

e) The safety requirements and standards associated with both the product design and the specification offered by suppliers and the evaluation of risk arising from the supply, operation and maintenance.

f) The local economic benefit in providing opportunities to Quote for businesses located within the City's boundary.

g) Other environmental, economic and social benefits arising from the goods, services or works required, including consideration of these benefits in regard to the supplier's operations, in accordance with the Procurement Policy and any other relevant City Policy; and

h) Analysis and management of risks and opportunities that may be associated with the purchasing activity, potential supplier/s and the goods or services required.

The VfM test may vary in complexity depending on the nature of the purchase, ranging from a simple price assessment for low value highly commoditised goods or services, through to a detailed assessment and comparison of cost and non-cost factors for more complex contracts.

To ensure that a true VfM consideration is applied, price consideration will not be given a weighting as part of the evaluation process.

Price will be considered separate to non-price selection criteria and a VfM assessment will take a balanced view between price and non-price considerations.

It should be noted that a VfM proposition should always be achieved in procurement processes, including for purchases with less risk and complexity.

20. Engaging Contracted Suppliers

All suppliers must be engaged through a purchase order unless an exemption from raising a purchase order provision applies. All purchase orders must be linked to a Contract that has been established consistent with the requirements of the Procurement Policy and these Procurement Procedures and Guidelines. A purchase order can only be created if there is a compliant Contract established for the work.

21. Contract Negotiation

Section 22 of this document outlines the variation requirements that are possible prior to entering into a Contract.

Key points to note regarding negotiations:

a) focus is on Contract departures e.g. insurance, Intellectual Property, and indemnities;

b) very limited capacity to negotiate scope and specifications;

c) a negotiation plan and log must be prepared for all key negotiations for high risk or high value contracts. This includes all procurement processes where the threshold is above $250,000; and

d) all documentation should be captured and recorded.

22. Variation of Requirements before entry into Contract

Consistent with Part 4, Division 2, Regulation 20 of the Regulations, after the City has invited responses to a procurement process but prior to the award of a Contract, the City may make a minor variation in the goods or services required. The City may, without again inviting responses from suppliers, enter into a Contract with the chosen Respondent for the supply of the varied requirement subject to such variations being agreed with the Respondent.

In this situation, a minor variation is defined as a variation in the contract value of no more than ten (10) per cent of the initial offer.

A minor variation also applies to the scope of the requirements. In varying the requirements, the scope should not be varied to any substantial degree so that other Respondents that were unsuccessful in the procurement process would not be unfairly disadvantaged.

In the event that:

a) the selected Respondent is unable or unwilling to enter into a Contract to supply the varied requirement; or

b) the City and the selected Respondent cannot agree on any other variation to be included in the Contract as a result of the varied requirement, then

that Respondent ceases to be the selected Respondent and the City may, instead of again inviting responses, choose the Respondent, if any, whose Offer the City considered would be the next most advantageous to it to accept.

23. Contract Management

All Contracts entered into by the City, regardless of value or timescale, require Contract Management. Contracts are to be proactively managed by the relevant business area who is responsible for the delivery of the Goods, Services or Works to ensure the City receives on-going VfM and ensures risk is adequately identified and managed.

Effective Contract Management requires a Contract Manager to ensure that the obligations of both parties are met during the Contract period and that the Goods, Services or Works conform to the required standards of quality and quantity as intended by the Contract. Effective Contract Management is achieved through:

a) establishing a system or process which reinforces the performance of all parties' responsibilities and obligations under the Contract.

b) ensuring adherence with the City's Procurement Policy and Procurement Procedures, standards and specifications and compliance with applicable Regulations and legislation; and

c) providing a means for the early recognition of issues and performance problems and the identification of solutions.

24. Varying a Contract for the Supply of Goods or Services

Consistent with Part 4, Division 2, Regulation 21A of the Regulations, if the City has entered into a Contract for the supply of goods or services with a successful Respondent, the Contract must not be varied unless:

a) the variation is necessary in order for the goods or services to be supplied and does not change the scope of the Contract. This may include a minor price variation of up to 10% or $50,000, whichever is the lesser amount, or a non-price variation that is not of material significance i.e. minor variation in deliverables; or

b) the variation is a renewal or extension of the contract term for –

   i. the Contract is a renewal or extension of the term of a Contract, which was allowed for in the procurement process, and the Contract has provisions to renew or extend the Contract; or

   ii. the Contract is a renewal or extension of the term of a Contract, where the original Contract is to expire within 3 months, and the renewal or extension is for a term of not more than 12 months from the expiry of the original contract, and is entered into at a time when there is in force a state of emergency declaration or a COVID-19 declaration applying to the district; or

   iii. the Contract is a renewal or extension of the term of a Contract (the original Contract) for the supply of dental or medical services by a person registered under the *Health Practitioner Regulation National Law (Western Australia)* in the dental profession or medical profession.

Contract renewals or extensions which have been allowed for as part of the procurement process may be nominated for either a fixed period or for a variable period i.e. for a period up to a nominated extension time.

For example, this may be stated as *"for an extension period of up to twelve (12) months".*

In the event that the City selects to allow for an extension of a variable period, the City may terminate prior to the end of the nominated extension period provided that a notice period is given of at least 30 days. This requirement is subject to the provision being conveyed in the procurement documentation to prospective Respondents and also carried through to the Contract.

All extension periods should be at the absolute discretion of the City and officers must seek advice from the Procurement Team prior to varying any contract for the supply of goods or services

25. Contract Novation

A contract novation replaces one party in an agreement with a third party, making the original contract void. The outgoing party relinquishes all rights and obligations, which are fully assumed by the new party. The third party has assumed the benefits of the Contract

as well as the obligations. A novation transfers both rights and obligations to a third party.

Any contract novation must be endorsed by the MPA Panel.

When a Contract is proposed to be novated, the City must follow the following steps and assure itself that agreeing to accept a novated contract is in the City's best interest:

a) Review the proposed novation.

b) Undertake due diligence on the incoming party that will assume the obligations and benefits attached to the Contract in place of the outgoing party. This should include:

   i. understanding the business structure of the incoming party, their ABN/ACN;

   ii. undertake a reference check with at least two referees that can comment on the incoming party's experience and performance to deliver the Contract requirements including in those circumstances such as multi category Panel Agreements;

   iii. undertake a financial soundness assessment through an appropriate mechanism to demonstrate that the incoming party has the financial capacity to meet the requirements of the Contract;

   iv. undertake an assessment of the incoming party against the qualitative criteria that was required to establish the Contract which may include an assessment of key personnel, technical capability, organisational capacity and project experience; and

   v. assessment of any other requirements to ensure that the City's risk exposure is limited and well managed.

c) Prepare and execute a Novation Agreement which ensures that both the obligations and benefits of the outgoing party are transferred to the incoming party.

d) Under no circumstance should the Contract be re-negotiated at the request of the incoming party so that the incoming party receives a more beneficial outcome. A re-negotiation of the Contract should only occur if it is of benefit to the City.

Accepting a novated Contract must be at the absolute discretion of the City. The City already has a Contract with the outgoing party to deliver goods and/or services and therefore the onus is on the incoming party and outgoing party to convince the City that it is appropriate for the Contract to be novated to the incoming party.

In the event that the City is not satisfied that the incoming party can deliver on the requirements and meet the obligations of the Contract, and the outgoing party is unable to continue performing in the Contract, then the Contract will be terminated and a new Contract will need to be considered and / or established in line with the Procurement Policy.

26. Panels of Pre-Qualified Suppliers

The City may consider creating a Panel of Pre-Qualified Suppliers (a "Panel") when a range of similar goods and services are required to be purchased on a continuing and

regular basis. The Panel will be established as a Panel Agreement with single or multiple categories.

Part of the consideration of establishing a Panel includes:

a) there are numerous potential suppliers in the local and regional procurement related market sector(s) that satisfy the test of VfM;

b) the purchasing activity under the intended Panel is assessed as being of a low to medium risk;

c) the Panel will streamline and will improve procurement processes; and

d) the City has the capability to establish a Panel and manage the risks and achieve the benefits expected of the proposed Panel through a Contract Management Plan.

27. Establishing and Managing a Panel

In accordance with the Regulations, Panels will be established for one supply requirement, or several similar supply requirements under defined categories. This will be undertaken through an invitation procurement process advertised via a state-wide notice, i.e. an Invitation to Apply.

The establishment of a Panel is to be treated in the same way as for Requests for Tender, with similar rules and requirements that includes the following attributes:

a) the time for responding.

b) the manner in which the Panel is invited.

c) the process for evaluation.

d) acceptance and rejection of submissions; and

e) a requirement to notify the Respondents of the outcome of the Panel invitation.

Panels will be established as Panel Agreements for a minimum of two (2) years and a maximum of five (5) years, inclusive of all extension options. In exceptional circumstances, the City may establish a Panel for longer than five (5) years, with suitable justification and approval from the MPA Panel. Panel Agreements that are longer than two (2) years must utilise extension options which can only be exercised at the absolute discretion of the City.

Purchases within a Panel Agreement will establish Contracts between the Panel member and the City. Contracts cannot be established for longer than 12 months.

Evaluation criteria will be determined and communicated to prospective Panel members in the invitation application process. Applications must be assessed in accordance with the prescribed evaluation criteria.

In each Invitation to Apply to become a pre-qualified supplier, the City will state the expected number of suppliers it intends to put on the Panel.

Where a Panel is to be established, the City will endeavour to appoint at least three (3) Suppliers to each category, on the basis that best value for money is demonstrated. Where fewer than three (3) Suppliers are appointed to a single category Panel or to a category within the Panel, the category is not to be established unless the City proceeds within three (3) months to issue a further Invitation to Apply to augment the number of Suppliers on the category within the Panel.

Whilst the appointment of a minimum of three (3) Suppliers is required for the Panel to operate, up to six (6) Suppliers can be considered for appointment to the Panel, provided there is sufficient demand to satisfy the work expectations of a larger Panel size.

Should a Panel member leave the Panel within six (6) months of the initial creation of the Panel, they may be replaced by the next ranked Respondent to the original Invitation to Apply that was determined in the VfM assessment should the Respondent agree to do so. This intention is to be disclosed in the detailed information set out under Regulation 24AD(5)(d) and (e) when establishing the Panel.

If a Supplier leaves a Panel and this results in the Panel being reduced to just two (2) Suppliers and the City is unable to replace the Panel member, then that Panel may be disbanded, or the City may seek to augment the Panel by conducting an Invitation to Apply process in order to maintain its viability.

Following an Invitation to Apply process and during the term of the established Panel Agreement, if the City determines that the number of Suppliers on the Panel or within a category of the Panel is insufficient to meet the requirements of the City, then the City may seek to augment that Panel or the category within the Panel by undertaking a public Invitation to Apply process with the view to add Suppliers to the Panel.

In establishing the Panel, the qualitative criteria will recognise the local content component (if applicable) and make a preferential weighting for local suppliers.

All Invitations to Apply should clearly specify that the City does not intend to purchase exclusively from the Panel.

This must be documented in the request document and any subsequent Agreements/Contracts.

As a Panel may only be approved by Council following a public Invitation to Apply process, the CEO is authorised to approve works under such a Panel.

A Panel needs to be managed to ensure that the performance of the Panel Agreement and the Panel members under the Agreement are monitored and managed. This will ensure that risks are managed and expected benefits are achieved.

A Contract Management Plan should be established that outlines the requirements for the Panel Agreement and how it will be managed which includes establishing a comprehensive Panel register.

28. Distributing Work Amongst Panel Members

When establishing a Panel, the detailed information associated with each Invitation to Apply to join the Panel will prescribe the City's intentions related to the Panel arrangement. This will be in accordance with the Buying Rules of each Panel and requirements contained for the threshold levels outlined under **Section 6** of this document. This includes how quotations will be sought from each pre-qualified supplier on the Panel with respect to all discreet purchases.

Where a conflict arises between the Buying Rules and the requirements contained for the threshold levels at **Section 6** of this document, the Buying Rules will have precedence.

Contracts under the Panel will be awarded based on VfM in every instance.

In every instance, a Contract must not be formed with a pre-qualified supplier for an item of work beyond 12 months, which includes options to extend the Contract. The only exception to this rule is where a Contractor has been engaged to deliver a project and requires only minimal time of no more than 30 days beyond the 12 months to complete the project work.

In all other circumstances, if the requirement for an item of work needs to exceed 12 months, a new Contract is required and **all suppliers** on the Panel are to be invited to Quote for the work i.e. direct sourcing of a supplier from the Panel is only permitted for a contract period not exceeding 12 months (including options to extend the Contract).

To satisfy Regulation 24AC(2), the distribution of work between the Panel members will be dependent on the unique nature of the goods or services. The detailed information associated with each Invitation to Apply to join the Panel (the request document) will prescribe one (1) of the following options:

- **The City will seek written quotations from a minimum of three (3) Suppliers on the Panel with respect to all purchases.**

This will ensure Panel members will have the opportunity to submit an Offer for items of work under the Panel, with pre-determined criteria forming part of the Request to Quote to assess the suitability of the Panel member for particular items of work.

OR

- **The City will purchase goods and services by direct sourcing from any Supplier appointed to that Panel.**

The City will endeavour to distribute the goods or services required between each Panel member evenly, subject to the operational requirements of the City at the time those goods and/or services are required. Care will be taken to ensure that no one Panel member is overloaded at any particular time by keeping accurate records of the timelines of each job. Subject to the Buying Rules for each Panel, direct sourcing from the Panel for purchases up to and including a contract value of $250,000 (ex GST) is permitted.

OR

- **The City will purchase goods and services by a combination of direct sourcing from any Supplier appointed to that Panel and seeking written quotations from a minimum of three (3) Suppliers on the Panel.**

Subject to the Buying Rules for each Panel, direct sourcing from the Panel for purchases up to and including a contract value of $50,000 (ex GST) is permitted. For purchases above that threshold level, a minimum of three (3) written Quotes must be sought from suppliers on the Panel.

Consideration is to be given to ensure that no one Panel member is overloaded at any particular time by keeping accurate records of the timelines of each job.

29. Purchasing from the Panel

Purchasing from the Panel must be conducted in accordance with the Supplier Order of Priority outlined in **Section 7** of this document.

It is mandatory for the City to use its own Panel arrangement for a specific goods and/or services, and/or works in the first instance and prior to using another procurement process to source its requirements.

In the event that the Panel is unable to meet the City's requirement due to lack of availability, product is not fit for purpose or other reason as approved by the CEO, the City may undertake another procurement process consistent with the requirements of the Procurement Policy and this Procurement Procedures Manual to source the goods and/or services, and/or works.

Should the list of Suppliers invited to Quote be exhausted with no Supplier accepting the order to provide goods/services under the Panel, the City may then invite Suppliers that are not pre-qualified under the Panel, in accordance with the Purchasing Thresholds stated in **Section 6** of this document. As per Regulation 24AD(5)(f), this is subject to the Invitation to Apply clearly stipulating that the City does not intend to purchase exclusively from the Panel.

Each quotation process, including the Request for Quote, communications with Panel members, quotations received, evaluation of Quotes and notification of award communications must all be captured on the City's Records Management System.

A separate file is to be maintained for each quotation process made under each Panel that captures all communications between the City and Panel members.

30. Standing Orders

Standing Orders are orders that are raised for more than one accounting period (e.g. more than one month). These orders are created under the following circumstances:

a) Where a contract or service agreement is in place; and

b) Where the total spend for the year with the same supplier is less than $10,000, and market analysis has been completed (Annual Supplier Evaluation); or

c) Where the total spend for the year is budgeted for, and it falls under one of the exemptions to Quote, Refer to **Section 18.1**.

d) All Standing Orders are raised by the Procurement Team and require the following information to be provided:

e) Accurate costing accounts that have sufficient budget to cover the life of the order.

f) Where the order is for a service agreement or contract, the contract must be registered with the Procurement Team so it can be stated on the order.

g) Set dates that the order is to start and end.

h) The department that the order relates to.

i) The name of the officer who will be approving the invoices to be applied to the order during the order period.

Once all documentation has been supplied a determination will be made to ensure compliance with the City's Procurement Policy. A purchase requisition will then be set up and approved in the Finance Management System and the approved order will be sent to the requestor.

Any order placed by City Officers for multiple accounting periods (months) not supported by the above documentation will be cancelled to ensure compliance with the above requirements.

31. Standing Offer Arrangements

Standing Offers are contractual arrangements of a continuing offer to a supplier to provide specified goods or services over a nominated period under established pricing, terms and conditions. However, there is no confirmed order with the supplier.

Standing Offer arrangements are established under an Agreement and orders may be requested of the supplier over the term of the Agreement. The request will result in a Contract being formed with the supplier and they will be engaged via a "Purchase Order".

Standing Offers may be formed as exclusive to the appointed supplier or non-exclusive. Respondents must be advised of the degree of exclusivity at the time that the Request is issued to the market.

Key attributes of a Standing Offer include:

a) For a defined period of time i.e. not open ended.

b) Preset pricing in the form of schedule of rates or fixed pricing for established products or services.

c) Preset terms and conditions that apply over the term of the Agreement.

d) For commonly purchased goods and services that meet the needs of the City on a regular basis.

e) Supplier being engaged directly without confirmation of price or being engaged following a simple Quote process to confirm availability and price.

f) Examples of a Standing Offer arrangement includes:

g) Services where there is a need to call out a trade to carry out emergency or routine repairs and maintenance such as plumbing services or air conditioning technician.

h) Minor repairs to roads and infrastructure where there is a need for ongoing work of a common and consistent nature but with variable degree of work requirements.

i) Purchase of consumables or low value products such as stationery or IT products where the requirements are of a more ad hoc nature and exact number of required products are unknown.

32. Sustainable Procurement

32.1 Support of Local Suppliers

Before entering into a Contract for the purchase of goods and services, the City shall give preference to a Local Supplier, where their Offer is deemed to satisfy the City's requirements and be competitive in accordance with the Regulations and the Procurement Policy (see also Supply Order of Priority at **Section 7)**.

Employees will use the local market for their procurement requirements to encourage economic growth and local business partnerships where it is practical and reasonable to do so.

32.2 Purchasing from Aboriginal Businesses

Regulation 11(2)(h) of the WA Local Government (Functions and General) Regulations 1996 provides a Tender exemption if the goods or services are supplied by a person listed on the Aboriginal Business Directory WA, published by the Chamber of Commerce and Industry of Western Australia, or Australian Indigenous Minority Supplier Office Limited (trading as Supply Nation), where the consideration under contract is $250,000 or less, or worth $250,000 or less.

Where practical, the City will provide opportunity to Aboriginal businesses to provide Goods and Services and/or Works requirements and all Requests should consider ways to encourage Aboriginal businesses to respond. For example, a sustainable procurement criterion will be included, and appropriate qualitative weighting will be used in the evaluation of Quotes and Tenders to provide advantages to Aboriginal businesses in instances where they are not directly contracted.

Where the City makes a determination to contract directly with an Aboriginal Business for any amount up to and including $250 000 (ex GST), it must be satisfied through alternative means that the offer truly represents value for money. For example, this may be through a

recent but similar procurement process undertaken by the City or another similar sized Local Government or organisation.

A Request for Quotation must be issued to the relevant Aboriginal business. The rationale for making the purchasing decision must be recorded in accordance with the City's Records Management Policy.

32.3 Purchasing from Australian Disability Enterprises

Regulation 11(2)(i) of the WA Local Government (Functions and General) Regulations 1996 provides a Tender exemption if the goods or services are supplied by an Australian Disability Enterprise.

Where practical, the City will provide opportunity to Australian Disability Enterprises to provide goods and services or works requirements and all Requests should consider ways to encourage Australian Disability Enterprises to respond. For example, a sustainable procurement criterion will be included, and appropriate qualitative weighting will be used in the evaluation of Quotes and Tenders to provide advantages to Australian Disability Enterprises, in instances where not directly contracted.

An Australian Disability Enterprise may be contracted directly without the need to comply with the requirements pertaining to the threshold levels outlined in **Section 6** of this document.

Where the City makes a determination to contract directly with an Australian Disability Enterprise for any amount, including an amount over the Tender threshold of $250 000 (ex GST), it must be satisfied through alternative means that the offer truly represents VfM. For example, this may be through a recent but similar procurement process undertaken by the City or another similar sized Local Government or organisation.

A Request for Quotation must be issued to the relevant Australian Disability Enterprise. The rationale for making the purchasing decision must be recorded in accordance with the City's Records Management Policy.

32.4 Environmental Sustainability

Environmental sustainability includes:

a) the purchasing of recycled and environmentally sustainable products whenever a VfM assessment demonstrates benefit toward achieving the City's strategic and operational objectives; and

b) the use of qualitative weighted selection criteria in the evaluation of Requests for Quote and Tenders to provide advantages to suppliers which:

    i. demonstrate policies and practices that have been implemented by the business as part of its operations;

    ii. demonstrate sustainable transport including plant and equipment measures

iii. generate less waste material by reviewing how supplies, materials and equipment are manufactured, purchased, packaged, delivered, used, and disposed; and

iv. encourage waste prevention, recycling, market development and use of recycled/recyclable materials.

33. Major Procurement Advisory Panel

The Major Procurement Advisory Panel (MPA) is an assurance function, that sits within the remit of the existing Executive Team. The MPA is a critical function which has been established by the City, to review high value, high risk and / or complex procurement processes where there are sensitivities or that are contentious, in accordance with the Procurement Policy. For both goods and/or services, and/or works, the MPA will review Procurement Plans, Request for Tender (or equivalent procurement process e.g. EOI and RFP) documentation, and Evaluation Reports / Contract Award Recommendations for tendering activity over $250,000 and for the approval of contract novations.

The MPA will also consider other requests for exemptions that do not fall within the agreed exemption provisions.

The MPA Terms of Reference are located at 3472680 - Major procurement approval panel management direction final v 1.docx.

34. Records Management

Record keeping requirements must be maintained in accordance with the State Records Act 2000 and the City's internal Records Management Policy.

A review of procurement activity from procurement planning stage to contract award will be undertaken periodically as determined by the procurement team to reconcile whether records and key decisions are being kept in a single file repository and in accordance with the City's Record Management protocols and policy.

This reconciliation should ensure that there is consistency between the contract development and contract management elements of the overall procurement lifecycle.

35. Purchase Cards

35.1 Issuing of Purchase Cards

Issuing of purchase cards will be subject to cardholders demonstrating the ability to meet the requirements of the Procurement Policy and the relevant guidelines within this document. Purchase cards will only be issued under the following circumstances:

a) For executive and management positions

b) Team leader positions that are required to undertake purchasing as part of their role however are unable to have the purchase facilitated via their direct line Manager,

due to operating out of different facilities or it being logistically or operationally inefficient to do so.

c) Operational positions where frequent low value direct source purchases are required as part of their role however are unable to have the purchase facilitated via their direct line Manager, due to operating out of different facilities or it being logistically or operationally inefficient to do so.

Issuing of purchase cards requires the approval of the Director City Business or CEO.

35.2 Principles for Purchase Card Usage

Purchase cards are to be used in accordance with the requirements of the Procurement Policy and the relevant guidelines within the Procurement Procedures Manual. The use of purchase cards is to be limited to purchases where:

- The total value of the purchase does not exceed $1,000; and
- The establishment of a supplier agreement (or account with the supplier) is not possible or practical due to purchases with the supplier being a one off or likely to be very infrequent; or
- The only purchasing option available is via use of a purchase card

Purchases requiring the use of a purchase card that exceed $1000 will require the approval of the relevant Director.

Allowable Purchases

The City's preferred form of procurement is via the use of a system raised purchase order. If, however, a purchase card is used as the form of payment, then the following must be taken into consideration. Purchase card facilities may only be used where:

a) The expenditure is directly arising from a City operational business activity for which there is an Annual Budget provision;

b) The expenditure is in accordance with legislation, the City's Procurement Policy, Code of Conduct and any conditions or limitations applicable to the individual Cardholder;

c) The value of the Purchase is under $1,000 (ex GST), unless prior approval is granted by a Director (E-Form: Purchase Card Approval to go over $1000);

d) The Purchase is of a low-value and/or a low-risk item e.g. online advertising, stationery, subscriptions, attendance at events or conferences, travel, accommodation or minor items required to complete minor works projects (irrigation items in parks, paint, vehicle maintenance etc);

e) The procurement of the required goods or services is impractical or inefficient if undertaken via a Purchase order or is not able to be obtained other than by a purchase card;

f) Supplier surcharges (fees) on Purchases are minimised and only allowable where the alternative method of obtaining the supply (i.e. by purchase order) is more onerous, not as cost effective or there is no alternative mode of supply.

g) Hospitality expenditure above the value of $50 may only occur when it is undertaken with the express permission of a member of Executive Leadership Team;

h) Official travel, accommodation and related expenses may only occur in accordance with City policies and procedures;

i) Allowable purchase modes include:

   i. In-person and over the counter retail Purchases;

   ii. Telephone or facsimile purchasing;

   iii. Mail order purchasing and subscriptions;

   iv. Internet purchasing.

Appropriateness of purchase card usage

Purchase card holders are to have regard for what is generally considered to be appropriate and reasonable when making food, beverage and hospitality related purchases and to achieve this should adhere to VfM principles outlined in **Section 6** of the Procurement Policy.

Prohibited Purchases

The City of Fremantle prohibits the use of Purchase Card facilities for:

a) Cash advances or cash withdrawals;

b) Incurring expenses which are personal or private in nature (i.e. any expenditure which is not an approved Local Government activity);

c) Making deposits onto the Card, whether to offset misuse or otherwise;

d) Incurring Capital expenditure;

e) Incurring expenditure for goods or services which are subject to a current supplier contract;

f) Incurring expenses which are not in accordance with legislation, City's Procurement Policy, the Annual Budget and / or the conditions or limitations relevant to the individual Cardholder;

g) Expenses for which another Purchase Card is the approved facility (i.e. the Corporate Credit Card is not to be used for purchasing fuel or oil, as the Fuel Card is the approved facility for that purpose);

h) Splitting expenditure to avoid compliance with the Procurement Policy or to negate limits or conditions applicable to the Cardholder; and

i) Incurring expenses for the primary purpose of obtaining personal advantage through the Purchase (i.e. membership or loyalty rewards).

35.3 Cardholder Responsibilities

a) A Cardholder is required to:

i. Complete the City's Purchase Card Application (New / Replacement/ Changes) E-Form before receiving the Card.

ii. Keep the Purchase Card and access information in a safe manner; protected from improper use or loss.

iii. Approve any use of their Card by another officer of the City in writing before Purchase is made to ensure the person is identifiable and accountable

iv. Only use the Purchase Card for allowable purposes and not for prohibited purposes.

v. Obtain, create and retain Local Government records that evidence Purchases

vi. Reconcile, match, approve and submit all Purchase Card Purchases by the End of Month of the respective Purchase;

vii. Purchase card holders can allow another employee to use their Card, only if under their supervision and the completion of the E-Form "Purchase Card Usage Form". A copy of finalised and approved E-Form needs to be attached to the Purchase Requisition.

viii. Adhere to all other requirements and administrative processes as outlined in the City of Fremantle Purchase Card Administrative Procedure

35.4 Cancellation or revocation of purchase cards

Purchase cards will be cancelled or revoked under the following circumstances:

a) Upon receipt of notification of employee separation, with cancellation to be finalised with the relevant financial institution no later than 30 days following the final date of employment of the cardholder.

b) It has been determined the cardholder has breached or is unable to adhere to the requirements of this policy and the relevant guidelines within the Procurement Procedures Manual.

36. Treatment of Non-Compliance

Purchasing activities are subject to internal and external financial and performance audits, which examine compliance with legislative requirements and the City's policies and procedures.

If non-compliance with the:

- legislation,
- Procurement Policy,

- Procurement Procedures Manual,
- Code of Conduct, or
- other related policies and procedures,

is identified it must be reported to the CEO or the relevant business area Executive.

A failure to comply with these requirements when undertaking purchasing activities, may be subject to investigation, with findings to be considered in context of the responsible person's training, experience, seniority and reasonable expectations for performance of their role.

Where a breach is substantiated, it may be treated as:

- an opportunity for additional training to be provided;
- a disciplinary matter, which may or may not be subject to reporting requirements under the *Public Sector Management Act 1994*; or
- where the breach is also identified as potentially serious misconduct, the matter will be reported in accordance with the *Corruption, Crime and Misconduct Act 2003*.

37. Supplier Grievances

Where the City receives complaints regarding its procurement processes, or the decisions made from such processes, those complaints must be dealt with promptly and in a courteous manner. Complaints must be treated confidentially to ensure that the commercial interests of suppliers and/or integrity of City Officers involved in the process are not compromised.

Contractual disputes, (i.e. issues or disputes following the award of a Contract and in relation to the Contract) must follow the issue/dispute resolution requirements in accordance with the relevant Conditions of Contract.

City Personnel are responsible for receiving and documenting complaints regarding City procurement processes and providing the details of the complaint to the relevant business area Manager, Executive or CEO.

The Contract Manager is responsible for documenting and arranging resolutions to supplier grievances.

38. Definitions and Abbreviations

Agreement – is a form of Contract that is a legally binding arrangement with agreed terms and conditions. The Agreement must be properly executed, lawful and current. It is typically applied in a Standing Offer Arrangement including panel arrangements.

Contract **-** means the agreement between the Principal and the successful Respondent(s), the terms and condition of which are contained in the Contract documents outlining the creation of mutual obligations that are enforceable by law. It is generally the outcome of a procurement process. A purchase order is a form of Contract.

Direct Sourcing – the procurement of goods and/or services by placing an order with the supplier of choice, without seeking other bids. An annual assessment of the market may need to be undertaken.

Emergency – an unanticipated and unbudgeted purchase without which exposes the City to an immediate risk or liability of high priority.

Estimated Contract Value (ECV) – The total value of the contract (excl GST), including any extension options

Local Supplier – is defined in the Policy as being a supplier with an office, or workshop or retail presence in the following locations: Beaconsfield, Fremantle, Hilton, North Fremantle, O'Connor, Samson, South Fremantle, and White Gum Valley.

Note: The South West Local Government Group (SWLG) consists of the Cities of Fremantle, Melville, Cockburn, Kwinana, and Rockingham, and the town of East Fremantle. This Policy requires the businesses to have been operating out of the local premises for a continuous period of not less than six (6) months.

Offer – has the same meaning as a written statement from a Respondent in response to a Request issued by the City.

Purchasing Threshold - means the determination of the actual or estimated contract value of a commercial commitment (e.g. Agreement, Contract, or purchase order) over the full term and/or quantity of supply, including all extension options or volume increase. The City's Purchasing Thresholds are outlined in **Section 6** of this document.

Quotation or Quote – means a written statement from a Respondent setting out the cost, technical specifications, and description for the supply of goods and/or services.

Request – has the same meaning as Quotation, Tender, Expression or Interest, or Request for Proposal document issued by the City.

Respondent - A prospective supplier that responds to all forms of procurement requests including Quotations or Tenders. May also be referred to as a Tenderer.

Responsible Officer – is the person responsible for the delivery of the project, good or service that is subject of the purchase.

Risk Assessment - means determining the general risk profile of a particular procurement activity giving due consideration to the type of goods or service, nature of the supply market, contracting complexity, Agreement value, party type or quantity, community impact, probity concerns or public perception.

Sole source of supply – where it has been clearly established that only one supplier can supply the requirement within Australia. Usually these are unique products that cannot be found anywhere but only through one supplier or manufacturer.

Tender – means a Tender required under Regulation 11 of the *WA Local Government (Functions and General) Regulations 1996* or other procurement procedure as determined by Council.

Tenderer – is interchangeable with Respondent.

TenderLink - is the current online electronic Tender system (ePortal) that is used for issuing all City Tenders.

Term of Contract – Period of Contract or Agreement.

Value for Money (VfM) - means the total benefit derived from a good or a service including non-cost factors when compared to its total financial cost, assessed over the term of the Agreement, Contract, or expected lifespan of the asset. Cost and non-cost factors are considered on balance, and a value judgement is made about the best outcome.

Non-cost factors may include the following:

- fitness for purpose;
- level of industry participation;
- technical and financial issues;
- supplier capability;
- sustainability;
- risk exposure;
- availability of maintenance, service and support;
- compliance with specifications;
- compliance with terms and conditions of contract; and
- ease of inspection, communication and delivery.

Procurement Procedures and Guidelines

Responsibility and review information	
Responsible officer:	Manager/Director/CEO
Document adoption/approval details	Approval/adoption date Proof of adoption/approval - meeting name or document no#
Document amendment details	Amendment approval/adoption date Proof of adoption/approval - meeting name or document no#
Next review date	(maximum of four years from last review)

CITY OF
Fremantle
Corporate Report
January – June 2025
fremantle.wa.gov.au

Corporate Report

The content contained within this report is for the purpose of reporting to the community.
The period of this report is for 1 January to 30 June 2025.

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About the Corporate Plan

The purpose of the Corporate Plan 2024–28 is to outline the City's services and projects over the next four years demonstrating alignment and commitment to the aspirational outcomes of the Strategic Community Plan 2024–34. Services and projects are delivered through a commitment to our organisational vision, mission and values which guide the City's purpose and how we operate as an organisation to deliver on Councils vision for the community.

Strong reputation, stronger future

We are for the community.

Our Corporate vision and mission are underpinned by a set of values that guides our decision making to ensure accountability in all that we do.

Collaboration

We are stronger and better working together.

Integrity

By doing it right and doing it well, we are accountable and deliver on the trust placed in us.

Inclusive

We value and welcome everyone to a culture which is fulfilling and brings us a sense of enjoyment.

Making a difference

We adapt, learn, and grow through curious thinking and courageous action.

Planning for the future is a requirement under the *Local Government Act 1995*. The Integrated Planning framework ensures the City considers community priorities, informing strategies and plans to align projects and services that effectively and sustainably deliver community outcomes.

The diagram below outlines the City's integrated planning framework.

Figure 1: Integrated planning and reporting framework

Our vision for Fremantle

The Strategic Community Plan has five themes which form the vision for Fremantle and define the City's strategic direction.

- A **liveable city** that is vibrant, socially connected and desirable.
- A **thriving city** with a prosperous and innovative economy.
- A **creative city** that is inspiring, diverse and dares to be different.
- A **resilient city** that plans for the future and is empowered to take action.
- An **inclusive city** that welcomes, celebrates and cares for all people, cultures and abilities.

The Corporate Plan activates the commitments made in the Strategic Community Plan by aligning the community aspirations to actions which are delivered within available resources.

The Corporate Plan outlines the services, projects, and initiatives we plan to deliver over the coming four years to achieve or work towards the outcomes in the Strategic Community Plan 2024–34.

Our progress

The following section of the report demonstrates how the City will deliver its services and projects in the Corporate Plan 2024-28 during the period of January to June 2025 unless otherwise specified.

Liveable City

A liveable city that is vibrant, socially connected and desirable.

The outcomes we are striving to achieve are:

- Sustainable growth in city centre population
- Liveable and socially connected neighbourhoods
- Connected city
- Sustainably designed and optimised urban and natural environments
- Functional and inclusive recreational facilities
- A unique built heritage and history that is preserved, protected and shared.

Services	Service highlights
• The City supports development and diverse living opportunities and maintenance of public health through compliance with the relevant planning, building and public health standards. • Community standards are maintained through compliance with relevant public health standards, planning conditions, parking, and safety requirements. • Influence health and wellbeing outcomes through social connections and facilitating community partnerships. • Our planning and design consider transport options and road safety to create a safe environment for pedestrians to navigate the city.	• The compliance team have responded to 279 customer requests relating to building and planning compliance matters. • The City approved more than $181 million in building approvals across the local government area largely attributed to building reforms that were expected by the industry to increase the cost of development. The City was not alone in experiencing a significant increase in applications. • Planning approvals represent a long-term potential opportunity in Fremantle of more than $64 million. • The Fremantle Leisure Centre welcomed 284,265 visitors which is comparable to the same period in 2024.

Services	Service highlights
• Urban spaces are designed to encourage green space and tree planting to help cool our urban environment while our natural areas are sustainably maintained and nurtured. • We maintain our facilities through sustainably planned initiatives that enable the community to participate and enjoy recreational activities and essential amenities. • We continue to respect and protect our built heritage and local history through the careful management of our heritage facilities and services.	• 600 trees have been allocated to their planting locations for 2025. Planting commenced in June and will continue through July and August to increase the City's urban forest canopy. • Between May to June 2025, the City planted 10,346 native tube stock at 7 natural area sites. Planting activities will continue throughout July and August 2025. • 296m of footpath was upgraded during the period equating to over 2km of upgraded footpaths in 2024-25.

Liveable projects

What we plan to deliver	Directorate	2024-25 budget	Progress
Fremantle Oval Redevelopment	Planning	$25k	Concept Masterplan was endorsed by Council in 2024 and strategic options have been developed to inform a formal Treasury business case. Advocacy with State Government to seek capital funding is ongoing in support of the business case.
Local Planning Strategy	Planning	✓	Advertising of the Local Planning Strategy concludes in July after which submissions will be reviewed and a Council report prepared.
North Fremantle Plan Urban Design Framework	Planning	✓	A project plan and Working Group has been established. Background analysis of context and development history has been complete. Community engagement is continuing.
Planning Policy Review	Planning	✓	The review has reduced the number of policies by 21%. Further work is ongoing with some policies out for advertising and the remainder to be reviewed in 2025-26.
Housing Strategy	Planning	✓	Work is complete and incorporated into the Advocacy Strategy.
Booyeembara Park Masterplan	Infrastructure	$10k	Planning is underway in consultation with the Reference Group for the proposed stages of works, including the integration of the Launch Pad facility at the Fremantle Public Golf Course.

What we plan to deliver	Directorate	2024-25 budget	Progress
Bathers Beach – Safe swimming area	Infrastructure	$700k	The relevant approvals are being finalised ahead of installation in October 2025.
Hilton Park Precinct	Infrastructure	$1.35m	The City received a Thriving Suburbs Program grant for stage one renewal works in the northern part of the precinct. A consultant was engaged for design development. Current projects. • **Brad Hardie changerooms** Project design for the changerooms refurbishment is underway. • **Ken Allen Lighting** Tender evaluation is underway for the renewal of existing lighting for improved community use.
Samson Park Masterplan	Infrastructure	$300k	The Sir Frederick Samson Park Masterplan and Management Plan will set the foundations for upgrade, renewal and conservation works at Samson Park over the coming years, building on the great attributes of the park to improve these for the community, rather than undertake wholesale changes. • **Sellenger Ave parking, improved path** Civil works complete, landscape works commenced and on track for completion late July 2025. • **Community engagement, concept design** Environmental consultant developing the draft management plan. Masterplan developed in consultation with the reference group. Community engagement on the masterplan planned for late 2025 and Council endorsement in February 2026.
Renewal program–Footpaths	Infrastructure	$540k	Footpath projects delivered throughout the year form part of the footpath renewal program. This program aims to enhance safety, improve accessibility, enhance urban appeal and reduce long term costs associated with ageing footpaths. Completed projects. • **Solomon St, South to Lefroy**

What we plan to deliver	Directorate	2024-25 budget	Progress
			• **Attfield St, multiple locations** • **Field St, multiple locations** • **Wood St, between Samson and South** • **Paget St, between South and Rennie Cr N** • **Swanbourne St, between High and Knutsford** • **South St, Hampton to Solomon** • **Leake St, Fremantle**
Renewal program–Playgrounds	Infrastructure	$310k	The playground renewals program includes the following projects. Completed projects. • **Hicks Street Park** Current projects. • **Parmelia Park** • **Salentina Ridge Park**
Renewal program–Road safety	Infrastructure	$740k	The road safety program involves reviewing traffic data and conducting road safety audits to identify key locations to upgrade. Completed projects. • **Traffic calming devices** Current projects. • **Parry & Queen Victoria Street intersection** • **Stevens and Nannine Street** • **Duoro Road Traffic Calming and Design** • **Low-cost urban road safety upgrades**

Thriving City

A thriving city with a prosperous and innovative economy.

The outcomes we are striving to achieve are:

- Attraction and retention of diversified investment and talent
- A resilient seven-day economy
- A thriving and supportive ecosystem for start-ups and small businesses
- Vibrant and active city centre
- Partnerships and pathways for learning and education.

Services	Service highlights
• Investment attraction and industry development, position Fremantle as a desirable place to work and visit. • Visitor amenities enhance the tourism experience and support unique local businesses to encourage a thriving economy. • Create a thriving environment that supports the growth of Fremantle's creative and innovative businesses. • City parking is closely monitored for compliance, ensuring access for all who visit the city. • Provision of a range of parking services supports an accessible, convenient, functional, and economically sustainable city. • The City partners with local business to create employment opportunities for vocational and tertiary students to work with the City of Fremantle. • The City's Youth Strategy facilitates partnerships with local business, education providers and employment services to increase pathways, build employment skills and expose young people to real work environments.	• The City's January school holiday activation attracted over 9,200 visitors, resulting in a 3% uplift in parking revenue and an estimated $660,000 in economy benefit for the local business community. • The Visitor Information Centre welcomed 96,577 visitors from Western Australia, interstate and internationally over this period. • During this period, 9 cruise ships arrived, and we shuttled 14,398 passengers by bus. • Over 1,200 artists and creatives from more than 15 industries were attracted to support our creative city and programming outcomes. • The Community Safety team responded to 266 complaints about camping requests. • Financial Assistance grants totalling $48,000 have been provided to young people to assist with sport and recreation participation.

Thriving projects

What we plan to deliver	Directorate	2024-25 budget	Progress
City Plan	Planning	$50k	Final phase of community engagement was initiated for the Draft City Plan. A public forum to provide an overview of the City Plan and share the work of the 'What If' program was hosted.
Economic Development Strategy	City Business	✓	Research and business engagement is complete to finalise Part 1 of the strategy, informing the development of Part 2 with a focus on implementing clear actions and measurable outcomes.
Wayfinding Project	City Business	$225k	Rollout of wayfinding signage continues to better support visitation and tourism.
Parking system upgrade	City Business	$1.7m	The City is upgrading its ageing parking system with associated hardware, software and licence plate recognition. Completed projects. • **Easy Park system** • **Parking licence plate recognition cameras** Current projects. • **Ticket machines and pay-by-phone/permits**
Fremantle events	Creative Arts and Community	✓	Arts and Culture events and programs at the Fremantle Art Centre and Moores Building Arts Space and across the City. Completed events. • **Sculptures at Bathers Beach (City sponsored)** • **Victoria Hall (FAC Yeah Choir multiple events)** • **Moores Building Art Space (multiple exhibition openings)** • **Free and ticketed music program at Walyalup Fremantle Arts Centre.**

Creative City

A creative city that is inspiring, diverse and dares to be different.

The outcomes we are striving to achieve are:

- Optimised, accessible and affordable places and spaces for creatives,
- 50,000 years of First Nations culture and heritage is recognised, celebrated, and embraced,
- Events and programming celebrate Fremantle's unique and diverse creative and cultural identity,
- A diverse and resilient arts and culture community,
- Industry-leading community arts facilities and programming.

Services	Service highlights

• The City is committed to activating gallery and studio spaces adding to the quality of accessible experiences for local, regional and national audiences.
• Fremantle actively celebrates and educates to build trust with First Nations culture, with a strong commitment to advancing reconciliation and truth telling.
• We deliver festivals, events and programs that engage the community and activate public spaces to position Fremantle as WA's capital of arts and culture events.
• The City caters for diverse interests through engaging learning programs and public art collections that expand the cultural offering for the community.
• The Fremantle Arts Centre is one of Western Australia's major arts organisations and a much-loved local facility that provides affordable opportunities for the community to participate in arts and culture activities.
	• 8 reconciliation initiatives were delivered during the period including the following significant events.
	  • Walyalup Reconciliation Journey video presented at annual National Reconciliation Week.
	  • NADOIC Week celebrations in partnership with Elders and community groups.
	  • Cultural Awareness training delivered across the organisation.
	• 702 local history research and collection enquiries were received and 4 events shared insights into Fremantle.
	  • Ian Forsyth's book, A Hazardous Port: Fremantle 1600–1900.
	  • Garth Caesar, 30 years maintaining the Town Hall Clock.
	  • Steve Wells presentation on Tales from a tip: A talk about rubbish or a rubbish talk?!
	  • Ian Forsyth's book, A Hazardous Life: Captain George Forsyth (1843-1894), mariner and first harbour master for the Colony of Western Australia.
	• Fremantle hosted 42 festivals and events, attracting more than 150,000 visitors and delivering $9.7 million in economic benefit to the City.

Creative projects

What we plan to deliver	Directorate	2024-25 budget	Progress
Arts Centre Creative Hub	Creative Arts and Community	$1.26m	Contractor to be engaged to complete fitout works scheduled for completion early 2026.
Truth telling forums	Creative Arts and Community	$40k	Final Truth telling event held in January 2025 with the Focus First Nations Films and music weekend. The weekend brought together a mix of films that focused on First Nations stories that speak to the effects of colonisation and the resilience and self-determination of Aboriginal and Torres Strait Islander people.
Reconciliation Action Plan	Creative Arts and Community	✓	Complete October 2024.
Walyalup Koort Public Artwork	Creative Arts and Community	$115k	Contract negotiations with artists are close to being finalised for the first phase of the project.
Festivals	Creative Arts and Community	✓	Completed festivals. • **Fremantle International Street Arts Festival** • **Wardarnji** • **Hidden Treasures** • **Heritage Festival** • **Fremantle Festival**

Resilient City

A resilient city that plans for the future and is empowered to take action.

The outcomes we are striving to achieve are:

- An educated and empowered community that seeks to mitigate the causes and effects of climate change,
- A focus on planning for a stronger and more resilient future,
- A future-proofed asset base that remains functional and accessible to the community,
- Availability of services and support for the most vulnerable members of the community.

Services	Service highlights

• Innovative waste management services support both commercial business and residents to understand and engage in sustainable practices that support a circular economy, diverting waste from landfill.
• To continue investigating the opportunities to support and strengthen our communities' approach to mitigating the causes and effects of climate change.
• Our commitment to sustainable solutions, contemporary planning and financial resilience ensures our services meet the needs of the community.
• Ensure our built environment is resilient to future climatic conditions through building design and compliance that supports our roadmap to NetZero.
• Planning projects that maintain our assets ensures our buildings, parks, open spaces, natural environments and recreational facilities are available and accessible for community enjoyment.
• Influencing health and wellbeing outcomes for the community is delivered through education and promotion of healthy behaviours that support wellbeing in the community and social service partnerships that support vulnerable populations.
	• The City's waste education initiatives reached 1,311 people in the community, promoting sustainability and environmental resilience.
	• Verge valet collected 223 tonnes from 1,410 collections, averaging an 87% recovery rate.
	• More than 15,400 tonnes or 82% of domestic waste was diverted from landfill through kerbside collections (FOGO and comingled recycling), Containers for Change, verge collections and the Recycling Centre.
	• The Fremantle Leisure Centre maintained its Gold status Aquatic Waterwise endorsement for 2023-24 by using only 5,733kL of scheme water which equates to 13L per person, exceeding the 15L per person benchmark.
	• Projects continue to contribute to Disability access and inclusion, including:
	  • South beach change facility including a wheelchair store for two beach chairs.
	  • Town hall balcony refurbishment with accessible access and seating.
	  • Paving at Moores building to improve pedestrian accessibility.

Services	Service highlights
	• The City cleaned 30% of the CBD and 13.5% of the suburban drainage systems. • Conservation activities, including Friends of Groups, schools, contractors and community groups planted 10,347 plants to regenerate and conserve natural areas. • 10,663 waterwise plants have been provided as part of the 2025 subsidised Verge Garden Planting Program for the community to create and maintain verge gardens. The program was expanded by 4,013 trees due to the high uptake from the community. • The City used 95% of its annual groundwater licence allocation in 2024-25. • The Legal Centre supported 464 vulnerable clients, a 17% increase on the first half of the financial year. Majority of clients are experiencing both family violence and financial hardship. • The Mental Health Outreach Program reached 98 individuals and continues to provide mental health outreach support including a weekly mental health clinic provided at Walyalup Civic Centre. • 17 individual assistance grants for seniors experiencing financial hardship have been granted to a total value of $2,550. • Community Safety responded to 498 customer requests largely related to illegal dumping.

Resilient projects

What we plan to deliver	Directorate	2024-25 budget	Progress
Toward net zero	Planning	$75k	The draft Community Emissions Reduction Action Plan is being prepared giving priority to actions agreed by the working group.
Coastal monitoring and adaptation	Infrastructure	$313k	The City was unsuccessful in the Department of Transport Coastal Adaptation and Planning (CAP) grant, and the scope of work has been adjusted accordingly. Completed project. • **Program – Coastal monitoring (south)** Current project. • **Plan - Coastal monitoring (north)** Coastal monitoring data annual program still in progress with a consultant completing the final report.
Renewal program – Fleet	Infrastructure	$1.23m	2024-25 fleet program will be complete following the delivery of 2 vehicles in July. Australian Renewables Energy Agency acquittal completed with purchase of 6 battery electric vehicles and installation of 7 electronic vehicle chargers on Parry St public carpark and Marine Terrace.
Walyalup Civic Centre (WCC) drainage works design	Infrastructure	$60k	Hydraulic consultant engaged to develop a design for drainage improvements that allow refurbishment of the Town Halls facilities and improve their integration with the Walyalup Civic Centre. Subsequent works scheduled for early Autumn 2026.
North Fremantle Foreshore	Infrastructure	$300k	North Fremantle foreshore area has several projects to continue the implementation of the North Fremantle Foreshore Management Plan. Completed projects. • **Design and construct - John St Riverwall Replacement** Current projects. • **ACHMP – Swan River and Rocky Bay** • **Program - Northbank Foreshore Stabilisation (Stage 2)** • **North Fremantle Heritage Trail**

What we plan to deliver	Directorate	2024-25 budget	Progress
Depot redevelopment	Infrastructure	$100k	Business case is being developed, site investigations and analysis continue.
Fremantle Leisure Centre pool and mechanical plant	Infrastructure	$50k	Contractor is on site and the works are progressing.
Renewal Program – Main Roads and Roads to Recovery	Infrastructure	$2.15m	The road resurfacing program commenced in late September 2024. Completed projects. • **South St** • **Ladner St** • **High St** • **Solomon St** • **Dorothy St** • **Daly St** • **Alfred Rd** • **Bradbury Way** • **Jose Ct** • **Little Howard St** • **Carrington St** Current projects. • **Amherst/Stevens roundabout** • **Leake Street**
Renewal program – Bus shelters	Infrastructure	$50k	Proposed locations for upgrades and new shelters have been submitted to the Public Transport Authority, awaiting the delivery schedule.
Renewal program – Buildings	Infrastructure	$600k	Several building renewal projects are planned each financial year. Completed projects. • **Naval Store conservation** Heritage approval obtained, anticipated construction 2027-28. • **Fremantle Arts Centre** structural refurbishment. • **Arts Centre Ceramic studio** • **Sullivan Hall** external paint

What we plan to deliver	Directorate	2024-25 budget	Progress
			• **Fremantle Oval scoreboard** remediation works • **Beach Street toilets**
Renewal program – Drainage	Infrastructure	$350k	The program focuses on drainage issues based on data collection. Disaster funding of $2.4m was approved for works over the next 3 years. Complete projects. • **Wongan Ave** Current projects. • **Collie St** • **Johannah St** • **Fremantle Sailing Club** • **Rule St**
Renewal program–Irrigation	Infrastructure	$1.04m	Irrigation across parks and reserves to maintain public open spaces for the community. Completed locations. • **Dick Lawrence** • **Plane tree Grove Reserve/Edwards College** • **Fremantle Oval** • **Salentina Ridge Park** • **Parmela Park** Current locations. • **Gil Fraser Reserve** • **Bruce Lee Oval**
Fremantle Town Hall refurbishment	Infrastructure	$1.3m	Significant refurbishment of the Town Hall commenced to restore the interior. Consultants were engaged to inform the performance infrastructure requirements and building condition components. Completed project. • **Town Hall-Balcony** Current project. • **Essential works need analysis**

Inclusive City

An inclusive city that welcomes, celebrates and cares for all people, cultures and abilities.

The outcomes we are striving to achieve are:

- A clear and respectful path towards reconciliation and truth telling for First Nations people
- A safe and accessible community for all abilities
- A welcoming and inclusive City for all members of the community
- A platform for engagement and participation for our youth and next generation of community leaders
- Genuine and productive partnerships with members of the community.

Services	Service highlights
• The City has a strong commitment to building trust and respect with First Nations people, engaging in truth telling and enabling opportunities to celebrate our indigenous history while working towards a collaborative future. • Our lifelong learning programs cater for diverse interests that aim to engage and support community learning. • Build community capacity and understanding of social issues through events and programming that enable equitable participation in community life. • We maintain and improve open spaces and places including parks, gardens, public squares, streets and building, providing accessible community facilities and sustainable environments. • We make visitors feel welcome and help to facilitate an enjoyable Fremantle experience through our visitor centre, library, arts facilities, events and place activation.	• The Fremantle library welcomed 103,525 visitors for this period and delivered over 324 programs with 7,900 participants across the toy library, buster the fun bus, and events for children and adults. • Access and Inclusion Plan 2021-25 actions resulted in improved access to the City's services, programs, events and facilities for people with a disability. The annual progress report 2023-24 was submitted to Department of Communities in July 2025. • Proactive engagement with the media kept the community informed through media releases and enquiries. Some areas of interest included: Traffic Bridge, 'Future of Fremantle Planning', SailGP and burst sewer main in Beaconsfield. • The City's website remains a key community channel with 278,000 visitors from January to June 2025. The City's new website was launched in May 2025 and engagement rates have shown a 5% increase indicating improved user experience and content relevance.

Services	Service highlights
• Young people are active citizens and leaders that are celebrated in our community. We develop leadership programs to increase involvement in Council decision making processes by involving young people in the planning for big picture projects on climate action, urban planning, community safety and crime prevention and mental well-being. • Provision of platforms and opportunities to engage in city decision making is enabled through a range of services including open Council meetings, social media and authentic connections that enable a genuine understanding of community needs. MySay Freo is the City's online community engagement platform where people can engage with us to provide feedback on projects and initiatives planned for Fremantle.	• Fremantle maintained active engagement through more than 120,000 social media interactions. Some of the content included Bruce Lee Oval, Safe swimming enclosure, 7NEWS Top Tourism Town Award and the National Reconciliation Video. • 16 projects were promoted across our website and social media channels. Various projects including Go Slow in Freo bin sticker campaign, adoption of the Tree Retention Policy, North Fremantle City Plan, and the Age Friendly Plan. • Multiple community engagement opportunities had more than 51,000 interactions through face to face and online engagement activities representing 7% engagement response from the Fremantle community. • Customer service responded to 25,911 calls, which is comparable to the same period in 2024. • 27% of interactions with the City over this period were self-service. • The Community Safety team responded to 167 anti-social related enquiries and incidents. • 233 food businesses were inspected during this period.

Inclusive projects

What we plan to deliver	Directorate	2024-25 budget	Progress
Corporate website	Office of the CEO	$104k	Complete April 2025.
Community Safety Crime Prevention Strategy	Planning	✓	Engagement is scheduled for early August 2025.
Public Health Plan	Planning	✓	The Public Health Plan is on track for completion by December 2025. Consultation with the community and stakeholders has taken place.

What we plan to deliver	Directorate	2024-25 budget	Progress
Street Lighting Strategy	Infrastructure	✓	Draft Strategy scheduled to be presented to the Executive Leadership Team in August 2025.
Renewal program – Street and carpark lighting	Infrastructure	$300k	The lighting program includes work at the following locations which were assessed for suitability for mains or solar powered options. Both projects are scheduled for July 2025. • **Leighton Beach carpark** • **Beach St ferry terminal**
Community Development Strategy	Creative Arts and Community	✓	The community development strategy activities have been finalised to form the Social Needs Plan in 2025-26.
Access and Inclusion Plan 2021-2025	Creative Arts and Community	✓	Annual Access and Inclusion Plan 2021-25 progress report being complied for submission to Department of Communities by end of August. The report covers 2024-25 financial year on achievements against all 7 outcome areas. An information report will be provided to Council in September 2025. The new Disability Access and Inclusion Plan is due late 2025 which will reflect changes in Disability legislation at state and commonwealth level.
Community programs	Creative Arts and Community	✓	Multiple community engagement programs delivered as part of the ongoing arts and cultural programs across all ages. Refer service highlights for Library and Community programs.

Corporate

To maintain contemporary operations, the City of Fremantle delivers projects that position the organisation for a stronger future.

Organisational performance is measured and monitored with effective leadership, training, and performance management to ensure services, projects and operations are appropriate, efficient and effective.

The following projects and initiatives are being delivered this financial year to enable the organisation to maintain effective and efficient operations.

What we plan to deliver	Directorate	2024-25 budget	Progress
Service reviews	Office of the CEO	$40k	Services continue to be reviewed and are aligned to the Corporate Plan 2025-29.
Workforce Strategy	Office of the CEO	$50k	Workforce Plan to be completed in first half of 2025-26.
Long Term Financial Plan	Office of the CEO	✓	The Long-Term Financial Plan was adopted with the budget in June 2025.
Asset Management Strategy	Infrastructure	✓	Complete May 2025.
Meeting management software	Office of the CEO	$20k	Complete July 2024.
ICT Strategy	Office of the CEO	✓	Complete August 2024.
Audio - streaming of council meeting upgrade	Office of the CEO	$100k	Complete November 2024.

Concise Investment Report

Cash and Simple Interest

City of Fremantle - Municipal

Period Ended 31 July 2025

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1. Portfolio As At 31 July 2025

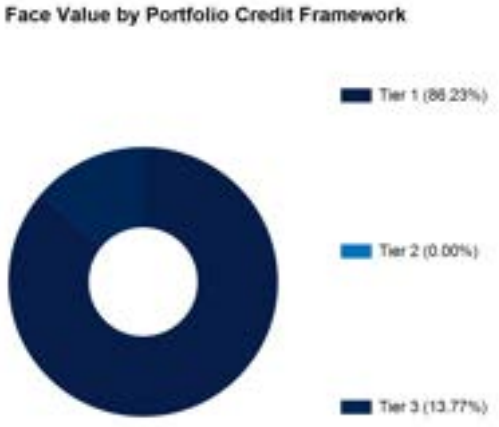
Latest Deal Code	Latest Deal Settlement Date	Issuer	WAL / Interim Maturity Date	Term (Days)	Coupon Rate/Latest Yield	Coupon Frequency	Issuer Rating Short Term	Issuer Rating Long Term	% Total Face Value	Original Face Value Notional	Accrued Interest Notional	Market Value Notional
City of Fremantle - Municipal												
At Call Deposit												
LC94818	30 Jun 2020	AMP Bank Ltd	1 Aug 2025	2,954	0.55	Nil	Moodys ST P-2*	Moodys Baa2	0.00%	32.68	0.00	32.68
LC265094	31 Jul 2025	National Australia Bank Ltd	1 Aug 2025	2,711	4.50	Nil	S&P ST A1+	S&P AA-	11.66%	4,234,511.34	0.00	4,234,511.34
At Call Deposit Subtotal									11.66%	4,234,544.02	0.00	4,234,544.02
Term Deposit												
LC217401	6 Sep 2024	National Australia Bank Ltd	1 Aug 2025	329	4.95	Maturity	S&P ST A1+	S&P AA-	8.26%	3,000,000.00	133,446.57	3,133,446.57
LC219997	8 Oct 2024	Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	4 Aug 2025	300	5.10	Maturity	S&P ST A1+	S&P AA-	5.51%	2,000,000.00	82,717.80	2,082,717.80
LC220828	16 Oct 2024	Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	12 Aug 2025	300	5.07	Maturity	S&P ST A1+	S&P AA-	5.51%	2,000,000.00	80,008.76	2,080,008.76
LC218169	12 Sep 2024	National Australia Bank Ltd	12 Sep 2025	365	4.95	Maturity	S&P ST A1+	S&P AA-	8.26%	3,000,000.00	131,005.47	3,131,005.47
LC223740	14 Nov 2024	AMP Bank Ltd	12 Sep 2025	302	4.90	Maturity	Moodys ST P-2	Moodys Baa2	2.75%	1,000,000.00	34,769.86	1,034,769.86
LC247245	8 Apr 2025	Defence Bank Ltd	6 Oct 2025	181	4.80	Maturity	S&P ST A2	S&P BBB+	5.51%	2,000,000.00	29,983.56	2,029,983.56
LC231611	16 Jan 2025	Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	12 Nov 2025	300	5.00	Maturity	S&P ST A1+	S&P AA-	5.51%	2,000,000.00	53,698.64	2,053,698.64
LC254129	27 May 2025	Judo Bank	24 Nov 2025	181	4.25	Maturity	S&P ST A2	S&P BBB	5.51%	2,000,000.00	15,136.98	2,015,136.98
LC247572	10 Apr 2025	Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	10 Dec 2025	244	4.80	Maturity	S&P ST A1+	S&P AA-	8.26%	3,000,000.00	44,186.31	3,044,186.31
LC234168	13 Feb 2025	National Australia Bank Ltd	10 Dec 2025	300	4.80	Maturity	S&P ST A1+	S&P AA-	8.26%	3,000,000.00	66,279.45	3,066,279.45
LC246466	31 Mar 2025	Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	17 Dec 2025	261	4.90	Maturity	S&P ST A1+	S&P AA-	8.26%	3,000,000.00	49,134.24	3,049,134.24
LC233795	10 Feb 2025	Westpac Banking Corporation Ltd	17 Dec 2025	310	4.90	Maturity	S&P ST A1+	S&P AA-	8.47%	3,076,317.53	70,620.44	3,146,937.97
LC245333	24 Mar 2025	Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	19 Dec 2025	270	4.72	Maturity	S&P ST A1+	S&P AA-	8.26%	3,000,000.00	50,044.92	3,050,044.92
Term Deposit Subtotal									88.34%	32,076,317.53	841,033.00	32,917,350.53
City of Fremantle - Municipal Subtotal					4.81				100.00%	36,310,861.55	841,033.00	37,151,894.55
Report Total									100.00%	36,310,861.55	841,033.00	37,151,894.55

Notess:
1. Coupon Rate is the full coupon rate at the next coupon date if that next coupon exists.
2. The values shown as subtotals and total of the coupon rate column are weighted average running yields
3. An asterisk in the Issuer Rating Short Term columnn indicates that the security's rating differs from the issuer's short term rating. Refer to Laminar for further information.

2. Portfolio Credit Framework As At 31 July 2025

Credit Quality	Issuer/Security Rating Group	Face Value	% Total Value
Tier 1			
	AA+ to AA-	**27,076,317.53**	74.57%
	A1+	**4,234,511.34**	11.66%
	Tier 1	**31,310,828.87**	86.23%
Tier 2			
	A2	**32.68**	0.00%
	Tier 2	**32.68**	0.00%
Tier 3			
	BBB+ to BBB-	**5,000,000.00**	13.77%
	Tier 3	**5,000,000.00**	13.77%
	Portfolio Total	**36,310,861.55**	100.00%

	Limits		
	Credit Rating Group	**Maximum Allocation Face Value**	Maximum Allocation %
Tier 1	AAA to AA- to A1+	**36,310,861.55**	100%
Tier 2	A1 to A-	**21,786,516.93**	60%
Tier 3	BBB+ to BBB-	**12,708,801.54**	35%
Tier 4	Unrated (Authorised)	**5,446,629.23**	15%

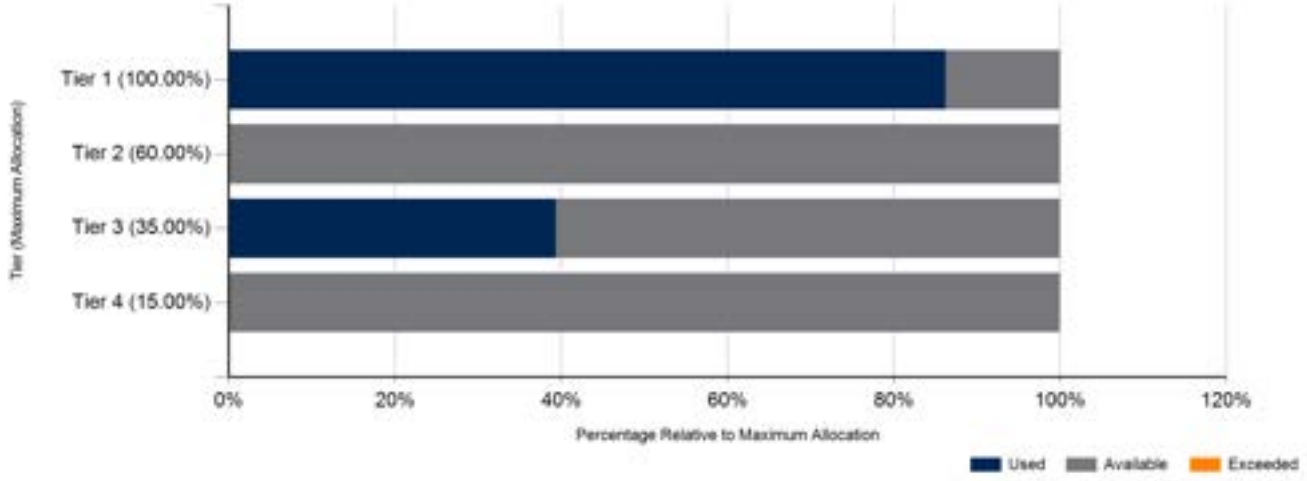


3. Portfolio Credit Framework Limits As At 31 July 2025

Tier	Allocation	Allocation %	Maximum Allocation %	% Used of Maximum Allocation	% Available of Maximum Allocation	% Exceeded of Maximum Allocation
Tier 1	31,310,828.87	86.23%	100.00%	86.23%	13.77%	0.00%
Tier 2	32.68	0.00%	60.00%	0.00%	100.00%	0.00%
Tier 3	5,000,000.00	13.77%	35.00%	39.34%	60.66%	0.00%
Tier 4	0.00	0.00%	15.00%	0.00%	100.00%	0.00%
	36,310,861.55					

Values used in the above calculations exclude interest for term deposits and other simple intereest securities.

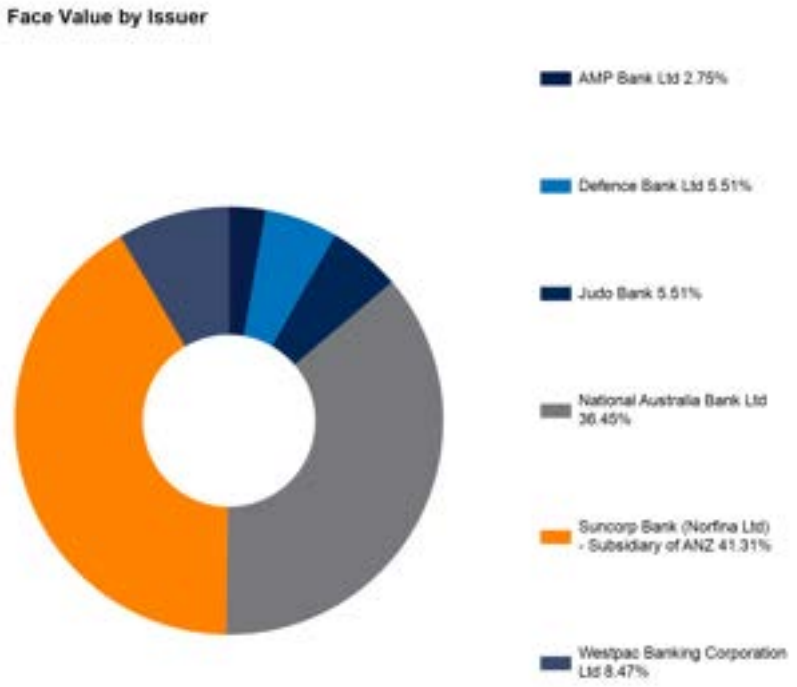
Portfolio Credit Framework Amounts Relative to Maximum Allocations



4. Counterparty Credit Framework As At 31 July 2025

Issuer	Rating Group	Face Value	% Total Value
AMP Bank Ltd	A2, BBB+ to BBB-	**1,000,032.68**	2.75%
Defence Bank Ltd	BBB+ to BBB-	**2,000,000.00**	5.51%
Judo Bank	BBB+ to BBB-	**2,000,000.00**	5.51%
National Australia Bank Ltd	A1+, AA+ to AA-	**13,234,511.34**	36.45%
Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	AA+ to AA-	**15,000,000.00**	41.31%
Westpac Banking Corporation Ltd	AA+ to AA-	**3,076,317.53**	8.47%
Portfolio Total		**36,310,861.55**	100.00%

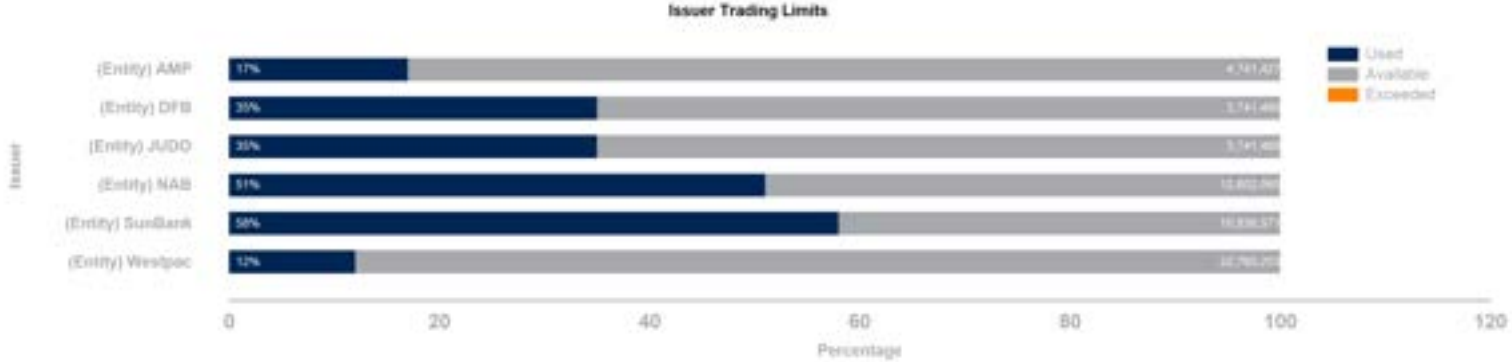
Notes
1. An issuer may have multiple rating groups if they are associated with, as an example, holdings in both an At Call Deposits (short term rating) and a term deposit (long term rating) security.



5. Issuer Trading Limits As At 31 July 2025

Issuer	Already Traded (with Issuer Group) Face Value Notional	Limit For Book or Trading Entity	Tier (Long Term Rating)	Trading Limit	Average Investment Previous Financial Year	Trading Limit Used (%)	Trading Limit Available (%)	Trading Limit Available (Value)	Trading Limit Exceeded (%)	Trading Limit Exceeded ($)
AMP Bank Ltd	1,000,032.68	Entity	Tier 3	10.00	% of 57,414,603.00	17	83	4,741,427	0	0
Defence Bank Ltd	2,000,000.00	Entity	Tier 3	10.00	% of 57,414,603.00	35	65	3,741,460	0	0
Judo Bank	2,000,000.00	Entity	Tier 3	10.00	% of 57,414,603.00	35	65	3,741,460	0	0
National Australia Bank Ltd	13,234,511.34	Entity	Tier 1	45.00	% of 57,414,603.00	51	49	12,602,060	0	0
Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	15,000,000.00	Entity	Tier 1	45.00	% of 57,414,603.00	58	42	10,836,571	0	0
Westpac Banking Corporation Ltd	3,076,317.53	Entity	Tier 1	45.00	% of 57,414,603.00	12	88	22,760,253	0	0
	36,310,861.55							58,423,231		0
Average Investment Previous Financial Year	57,414,603.00									

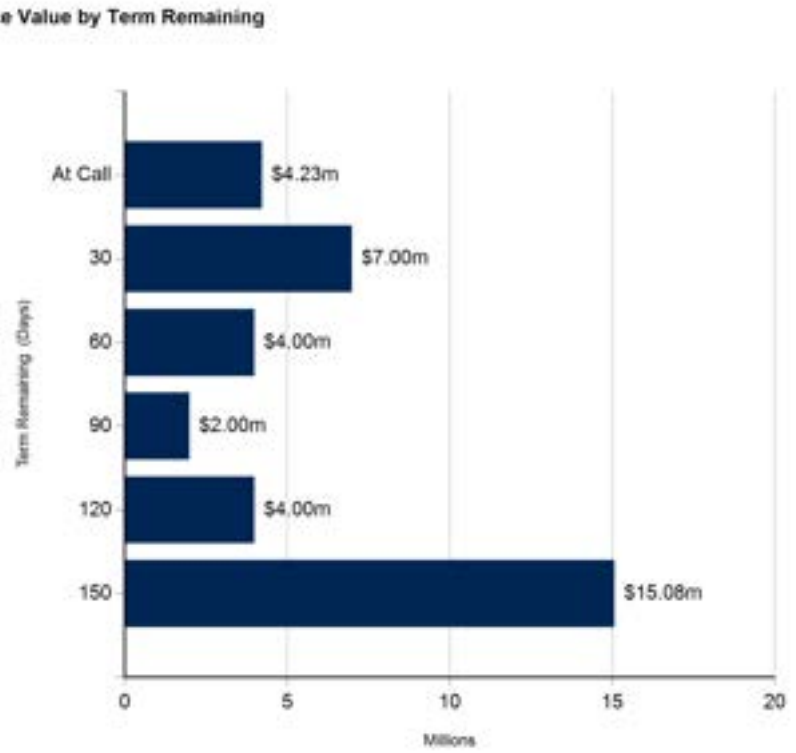
Notes
1.The Trading Limit Type column will report an amount that depends upon the value chosen for the Trading Entity Portfolio Balance parameter.
Parameter value selected:
Average of 12 Months (Prior FY) - the amount will be the average of the 12 month-end portfolio totals (current face value) within the previous financial year for the primary Trading Book only
Portfolio As At (Standard Mode) - the amount will be the total current face value as at the selected As At date across all Trading Books in the portfolio.



6. Portfolio by Term to Maturity As At 31 July 2025

Term Remaining (Days)	Face Value	% Total Value
At Call	**4,234,544.02**	11.66%
30	**7,000,000.00**	19.28%
60	**4,000,000.00**	11.02%
90	**2,000,000.00**	5.51%
120	**4,000,000.00**	11.02%
150	**15,076,317.53**	41.52%
Portfolio Total	**36,310,861.55**	100.00%

Note: Term Remaining is calculated using a weighted average life date (WAL) where appropriate and available otherwise the interim (initial) maturity date is used.



7. Portfolio Summary by Fossil Fuel Lending ADIs As At 31 July 2025

Portfolio Summary by Fossil Fuel Lending ADIs

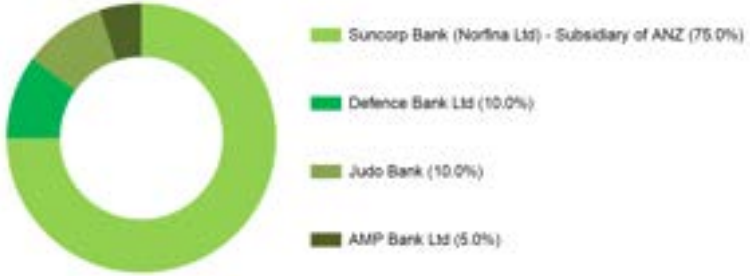
ADI Lending Stattus	% Total	Current Period
Non Fossil Fuel Lending ADIs		
AMP Bank Ltd	2.8%	1,000,032.68
Defence Bank Ltd	5.5%	2,000,000.00
Judo Bank	5.5%	2,000,000.00
Suncorp Bank (Norfina Ltd) - Subsidiary of ANZ	41.3%	15,000,000.00
	55.1%	20,000,032.68
Fossil Fuel Lending ADIs		
National Australia Bank Ltd	36.4%	13,234,511.34
Westpac Banking Corporation Ltd	8.5%	3,076,317.53
	44.9%	16,310,828.87
Total Portfolio		36,310,861.55

All amounts shown in the table and charts are Current Face Values. The above percentages are relative to the portfolio total and may be affected by rounding.
A fossil fuel lending ADI appearing in the non-fossil fuel related table will indicate that the portfolio contains a "green bond" issued by that ADI.

Note: Reference for financial institutions not supporting the unlocking of carbon is (http://www.marketforces.org.au/).

Fossil Fuel vs Non Fossil Fuel Lending ADI

Non Fossil Fuel Lendings ADIs



Fossil Fuel Lendings ADIs

8. Performance Statistics For Period Ending 31 July 2025

Trading Book		1 Month	3 Month	12 Month	Since Inception
City of Fremantle - Municipal					
	Portfolio Return (1)	0.34%	1.01%	4.23%	2.30%
	Performance Index (2)	0.30%	0.97%	4.31%	2.08%
	Excess Performance (3)	0.04%	0.04%	-0.08%	0.22%

Notes

1 Portfolio performance is the rate of return of the portfolio over the specified period

2 The Performance Index is the Bloomberg AusBond Bank Bill Index (Bloomberg Page BAUBIL)

3 Excess performance is the rate of return of the portfolio in excess of the Performance Index

Trading Book	Weighted Average Running Yield
City of Fremantle - Municipal	4.81
Fossil Fuel Support - Simple Interest Only	4.90
Non Fossil Fuel Support - Simple Interest Only	4.83
Fossil Fuel Support - All Securities	4.80
Non Fossil Fuel Support - All Securities	4.83

9. Interest and Distribution Income For 1 July 2025 to 31 July 2025

Security ISIN	Security	Income Expense Code	Settlement Date	Face Value (Basis of Interest Calculation)	**Consideration Notional**	Income Type	Trading Book
	AMP 5.1 14 Jul 2025 182DAY TD	IEI404592	14 Jul 2025	1,000,000.00	**25,430.14**	Security Coupon Interest	City of Fremantle - Municipal
	JUDO 5.05 14 Jul 2025 181DAY TD	IEI405378	14 Jul 2025	2,000,000.00	**50,084.93**	Security Coupon Interest	City of Fremantle - Municipal
	Westpac 4.83 16 Jul 2025 120DAY TD	IEI427282	16 Jul 2025	2,033,515.62	**32,291.11**	Security Coupon Interest	City of Fremantle - Municipal
					107,806.18		

10. Transactions For Period 1 July 2025 to 31 July 2025

No fixed interest deals transacted during entered period.

Disclaimer:

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MELBOURNE OFFICE: LEVEL 5 RIALTO NORTH, 525 COLLINS STREET, MELBOURNE, VIC 3000 T 61 3 9001 6990 F 61 3 9001 6933
SYDNEY OFFICE: LEVEL 18 ANGEL PLACE, 123 PITT STREET, SYDNEY NSW, 2000 T 61 2 8094 1230
BRISBANE OFFICE: LEVEL 15 CENTRAL PLAZA 1, 345 QUEEN STREET, BRISBANE QLD, 4000 T 61 7 3123 5370

Report Code: TEPACK050EXT-00.22
Report Description: Concise Investment Report Pack 50
Parameters:
Trading Entity: City of Fremantle
Trading Book: City of Fremantle - Municipal
Settlement Date Base
History Start Date: 1 Jan 2000
Prior Period End Date: 30 Jun 2025
Exclude Term Deposit Interest
Eliminate Issuer Parent-Child Effect In Trading Limit Calculations
Hide Issuer Parent Column in Trading Limit Table
Use Face Value Notional in Trading Limit Calculations
Portfolio Value for Trading Limit Calculations: Average of 12 Months (Prior FY)

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
Payments					
EF149763	04/07/2025	AMANDA R HART			200.00
				200.00	
EF150129	23/07/2025	1300 Australia Pty Ltd			499.00
				499.00	
EF149818	09/07/2025	3D HR Legal Pty Ltd			6,050.00
				6,050.00	
EF150011	16/07/2025	A.B KALOTAY & S PANGESTU (t.as Kura Studio)			118.68
			Found_June 2025 21667 Kalotay Anika	118.68	
EF150215	30/07/2025	A0 Lets Go Poster Distribution Pty Ltd			1,562.00
				1,562.00	
EF149888	16/07/2025	ABC Distributors (WA) Pty Ltd			1,457.50
				641.30	
				816.20	
EF150020	16/07/2025	Abdul-Rahman Abdullah			10.10
			Found_June 2025 22154 Abdullah Abdul-Hamid	10.10	
EF150004	16/07/2025	ACO PTY LTD			27,634.20
				27,634.20	
EF150111	23/07/2025	Acurix Networks			4,247.10
				4,247.10	
EF149833	09/07/2025	Afroblonde			559.26

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				559.26	
EF149932	16/07/2025	Alberti Realty - Rosecrown Investments			3,858.62
				3,858.62	
EF150203	30/07/2025	Alberti Realty - Rosecrown Investments			6,990.98
			U28-32/27-35 William St - Rent - 25/26	6,990.98	
EF149863	16/07/2025	Alinta Sales Pty			192.70
				42.65	
				63.45	
				42.20	
			922390260 270625	44.40	
EF150099	23/07/2025	Alsco Pty Ltd			3,004.07
			Washroom Services - 41 High Street	3,004.07	
EF150123	23/07/2025	Amcom Pty Ltd			2,431.00
				2,431.00	
EF149799	09/07/2025	Ampac Debt Recovery			1,733.95
				1,581.30	
				152.65	
EF150204	30/07/2025	Ampac Debt Recovery			66.00
			2025/26 Rate Debt Collection - GST Free	66.00	
EF150228	30/07/2025	Amped IT Pty Ltd			907.50
				907.50	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150045	16/07/2025	Anaid Jimenez del Rio			22.22
			Found_June 2025 23082 A Jimenez Del Rio	22.22	
EF149941	16/07/2025	Andrea Osses Design			40.40
			Found_June 2025 17506 Osses Andrea	40.40	
EF149921	16/07/2025	ANFE Fremantle			523.00
				523.00	
EF149953	16/07/2025	Anna Richardson			68.18
			Found_June 2025 18526 Richardson Anna	68.18	
EF149764	04/07/2025	ArborCarbon Pty Ltd			2,579.61
				2,579.61	
EF149957	16/07/2025	Archae-aus Pty Ltd			13,416.27
				13,416.27	
EF150133	23/07/2025	Archibald Jenny PERSONAL			5,342.34
			Deputy Mayor Allowance	5,342.34	
EF149984	16/07/2025	Aros Melba Ximena T/as Melba Aros			60.60
			Found_June 2025 20429 Melba Aros	60.60	
EF150058	16/07/2025	ARTBYROW PTY LTD			3,300.00
				3,300.00	
EF150240	30/07/2025	ARTBYROW PTY LTD			8,800.00
			Artist Fees	8,800.00	
EF150025	16/07/2025	Aurora Environmental Pty Ltd			928.13

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				928.13	
EF149752	04/07/2025	Aussie Electrics			412.50
				165.00	
				247.50	
EF149960	16/07/2025	Aussie Natural Spring Water			151.62
			Bottled Water Supply - Jan-June 2025 Aussie Natural	54.15	
			FAC Water supplies July 2025 Aussie Natural	97.47	
EF150124	23/07/2025	Aussie Natural Spring Water			21.66
				21.66	
EF150213	30/07/2025	Aussie Natural Spring Water			162.45
			Aussie Natural Water 2025/2026 Aussie Natural	32.49	
			FAC 15L Water bottles Aussie Natural	129.96	
EF149774	09/07/2025	Australia Post			236.87
				69.09	
				167.78	
EF150071	23/07/2025	Australia Post			1,260.00
				1,260.00	
EF150085	23/07/2025	Australian Cruise Association			2,964.50
			Silver Membership 1 July 25 - 30 June 26	2,964.50	
EF149865	16/07/2025	Australian HVAC Services Pty Ltd			663.71
				663.71	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150198	30/07/2025	Australian Parking and Revenue Control Pty Ltd			22,565.89
			Licencing and credit card trans June 25	12,086.27	
			Licencing and credit card trans June 25	10,479.62	
EF149776	09/07/2025	Australian Services Union			157.00
			Payroll Deduction - Union	157.00	
EF150073	23/07/2025	Australian Services Union			157.00
			Payroll Deduction - Union	157.00	
EF149785	09/07/2025	Australian Taxation Office			299,345.00
			Payroll Deduction - Tax	779.00	
			Payroll Deduction - Superannuation	11,190.00	
			Payroll Deduction - Tax	2,393.00	
			Payroll Deduction - Tax	284,983.00	
EF149880	16/07/2025	Australian Taxation Office			51,917.00
			Payroll Deduction - Tax	390.00	
			Payroll Deduction - Superannuation	680.00	
			Payroll Deduction - Superannuation	52.00	
			Payroll Deduction - Superannuation	50.00	
			Payroll Deduction - Tax	48,941.00	
			Payroll Deduction - Tax	1,060.00	
			Payroll Deduction - Tax	744.00	
EF150087	23/07/2025	Australian Taxation Office			313,533.00

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			ETP Tax (Type O) Coy 2 Period Type I Comp Ref 915	1,332.00	
			Payroll Deduction - Tax	619.00	
			Payroll Deduction - Superannuation	11,694.00	
			Payroll Deduction - Tax	287,910.00	
			Payroll Deduction - Tax	11,978.00	
EF150187	30/07/2025	Australian Taxation Office			49,447.00
			Payroll Deduction - Tax	390.00	
			Payroll Deduction - Superannuation	796.00	
			Payroll Deduction - Tax	48,261.00	
EF149824	09/07/2025	Authentic Security Pty Ltd			1,000.00
			COF DEPOT cash 080725	1,000.00	
EF150023	16/07/2025	Authentic Security Pty Ltd			3,500.00
			COF DEPOT cash 160725	3,500.00	
EF149825	09/07/2025	Authentic Security Pty Ltd			109.12
				109.12	
EF150115	23/07/2025	Automac Transmissions			2,611.40
			Vehicle transmission repair	2,611.40	
EF149828	09/07/2025	Baroness Holdings Pty Ltd Pty Ltd Tree Planting & Watering			3,766.20
				3,766.20	
EF150030	16/07/2025	Baroness Holdings Pty Ltd Pty Ltd Tree Planting & Watering			3,766.20
				3,766.20	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149910	16/07/2025	Beacon Equipment			2,095.30
				2,095.30	
EF150142	23/07/2025	Ben Lawver - Personal			3,248.34
			Meeting Allowance	3,248.34	
EF149856	16/07/2025	Benara Nurseries			2,830.30
				2,830.30	
EF149809	09/07/2025	BENJAMIN CAMERON SAVAGE			4,400.00
				4,400.00	
EF149834	09/07/2025	Benn Francis			32.49
				32.49	
EF149975	16/07/2025	Betty Garlett			400.00
				400.00	
EF150128	23/07/2025	Betty Garlett			400.00
				400.00	
EF149916	16/07/2025	Big Bamboo			202.00
			Found_June 2025 14082 Berganza Belen	202.00	
EF149972	16/07/2025	Bin Bath Corporation Pty Ltd			491.37
				491.37	
EF150224	30/07/2025	Bing Technologies			7,547.53
			Mail Delivery D/A	7,547.53	
EF149761	04/07/2025	BJ Systems			297.00

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				297.00	
EF150005	16/07/2025	BJ Systems			396.00
				396.00	
EF150075	23/07/2025	Blackwood Atkins			612.70
			Toolbox Vend Machine & Stock- Parks	612.70	
EF149756	04/07/2025	Blatchford Susan Alison T/as Pixel Poetry			1,199.00
				1,199.00	
EF149775	09/07/2025	BOC Gases			313.83
				144.74	
				169.09	
EF149868	16/07/2025	Bohemian Ceramics			308.05
			Found_June 2025 10396 Bohemian Cerams	308.05	
EF149808	09/07/2025	Boral Resources WA Limited T/as Boral Concrete			1,103.74
				360.80	
				360.80	
				382.14	
EF149978	16/07/2025	Bower, Sally Madeleine Livesey			40.40
			Found_June 2025 19990 Bower Sally	40.40	
EF149783	09/07/2025	BP Australia Pty Ltd			6,641.36
			BP Invoice Import - 2025-06-30	6,641.36	
EF149796	09/07/2025	Bradmac ConsultingT/a Blue Lawn Designs & Bradmac Consulti			179.22

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				179.22	
EF149924	16/07/2025	Bradmac ConsultingT/a Blue Lawn Designs & Bradmac Consulti			566.61
			Found_June 2025 15020 Bradmac Consult	566.61	
EF150134	23/07/2025	Brandworx Australia			276.00
				276.00	
EF149815	09/07/2025	Braw Paper Co.			504.01
				504.01	
EF150164	23/07/2025	Briannah Davis			2,500.00
			Performance 10NIP 2025	2,500.00	
EF150009	16/07/2025	Briteshine Cleaning & Maintenance Services Pty Ltd			22,745.90
				22,745.90	
EF150041	16/07/2025	Bubble Nebula Pty Ltd			2,667.50
				2,667.50	
EF149869	16/07/2025	Budget Truck Rental P/L			230.00
				230.00	
EF150157	23/07/2025	Bug Busters Pty Ltd			9,963.80
			Pest/Ant Control- 70 Parry St FOTHERGILL	9,963.80	
EF150024	16/07/2025	Built Environment Collective Pty Ltd			12,320.00
				12,320.00	
EF149851	16/07/2025	Bunnings Building Supplies Pty Ltd			3,233.69
				2,110.98	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				325.49	
			2402/99844773	797.22	
EF150072	23/07/2025	Bunnings Building Supplies Pty Ltd			731.43
				139.23	
			Ad-Hoc supplies for Parks	135.96	
			Ad-Hoc supplies for Parks	174.01	
			Ad-Hoc supplies for Parks	91.41	
			Small Equipment Purchases- 2024-2025	190.82	
EF150175	30/07/2025	Bunnings Building Supplies Pty Ltd			182.74
			Supply of various consumable items.	182.74	
EF150064	16/07/2025	Burgess Personnel Pty Ltd			6,688.00
				3,344.00	
				3,344.00	
EF150185	30/07/2025	Burgess Rawson (WA) Pty Ltd			52,191.11
			Carpark Rent 19 Jul25-Jun26	30,250.00	
			Rent Carpark 12, 12A Beach St-01/7-31/12	21,941.11	
EF150063	16/07/2025	Burson Automotive Pty Ltd			66.55
				28.05	
				38.50	
EF150095	23/07/2025	Business Events Perth			3,283.50
			Gold Membership 2025-2026	3,283.50	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149852	16/07/2025	C F M E Union			90.00
			CFMEU Coy 2 Period Type O Comp Ref 823.0000 Co	90.00	
EF150176	30/07/2025	C F M E Union			90.00
			CFMEU Coy 2 Period Type O Comp Ref 823.0000 Co	90.00	
EF149822	09/07/2025	C Wright			43.55
				43.55	
EF149757	04/07/2025	Calgaret Tenika			250.00
				250.00	
EF149870	16/07/2025	Carboni Anthea Judith			41.41
			Found_June 2025 10535 Carboni Anthea	41.41	
EF149823	09/07/2025	Casey Australia Tours			5.00
				5.00	
EF149925	16/07/2025	Cat Haven			154.00
				154.00	
DD004106	03/07/2025	CBA Bank Charges Only			3,473.21
			CBA Bank Charge	3,473.21	
EF150113	23/07/2025	Chemwatch			1,925.00
				1,925.00	
EF149778	09/07/2025	Child Support Agency			1,584.41
			Payroll Deduction - Child Support	1,584.41	
EF150077	23/07/2025	Child Support Agency			1,379.86

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Payroll Deduction - Child Support	1,379.86	
EF149897	16/07/2025	Chongwe Njalikwa			120.19
			Found_June 2025 11752 Chongwe Njalik	120.19	
EF150189	30/07/2025	City of Armadale			21,587.00
			Long Service Leave Transfer - Luis Puig	16,893.12	
			Long Service Leave Transfer Samuel Mogga	4,693.88	
EF150076	23/07/2025	City of Cockburn			6,781.32
				6,781.32	
EF149857	16/07/2025	City of Gosnells			450.00
				450.00	
EF150068	16/07/2025	City of Greater Geraldton			15,402.41
				15,402.41	
EF150084	23/07/2025	City of South Perth			6,930.00
			Supply 90 x 35lt tree stock for 2025	6,930.00	
EF149936	16/07/2025	City of Vincent			26,400.00
				26,400.00	
EF149876	16/07/2025	CJD Equipment Pty Ltd			106.89
				106.89	
EF149902	16/07/2025	Claire Townsend Designs			398.95
			Found_June 2025 12155 Claire Townsend	398.95	
EF149836	09/07/2025	Clark Agencies Loucon Holdings Pty Ltd			12,540.00

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Supply, install & replacement of x15 awn	12,540.00	
EF149961	16/07/2025	Claw Environmental			442.20
				442.20	
EF149918	16/07/2025	Cleanaway Pty Ltd - Solid Waste			116,356.54
			Collection & Disposal - Domestic Recycle Cleanaway	538.94	
			Collection & Disposal - Domestic	105,116.61	
			Collection of Recycling Bins - FRC Cleanaway	101.05	
			Collection & Disposal - Domestic	10,599.94	
EF149759	04/07/2025	Clive Morrison			250.00
				250.00	
EF149811	09/07/2025	Clive Morrison			150.00
				150.00	
EF149998	16/07/2025	Clive Morrison			300.00
				300.00	
EF150218	30/07/2025	CMG Fire and Safety Services WA Pty Ltd			3,900.38
			Proceed with QU-1567 - Arts Ctr - Fire D	1,810.93	
			Proceed with QU-1568 - Vic Hall - Fire D	2,089.45	
EF150000	16/07/2025	Complete Office Supplies Pty Ltd			2,296.38
				2,296.38	
EF149800	09/07/2025	Contraflow Pty Ltd			38,737.36
				38,737.36	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149952	16/07/2025	Contraflow Pty Ltd			3,394.88
				1,835.57	
				395.47	
			T18/103851	1,163.84	
EF150117	23/07/2025	Contraflow Pty Ltd			46,143.50
			Leake St traffic management costs	2,498.56	
			Leake St traffic management costs	1,568.81	
			Leake St traffic management costs	1,608.75	
			Leake St traffic management costs	4,914.01	
			Leake St traffic management costs	3,920.00	
			Leake St traffic management costs	2,637.37	
			Leake St traffic management costs	1,519.38	
			Leake St traffic management costs	2,069.06	
			Leake St traffic management costs	1,698.13	
			Leake St traffic management costs	1,243.53	
			Leake St traffic management costs	5,135.93	
			Leake St traffic management costs	2,069.06	
			Leake St traffic management costs	1,608.75	
			Leake St traffic management costs	1,608.75	
			Leake St traffic management costs	1,698.13	
			TM, Drainage Works x 3 locations	1,810.42	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			TM, Drainage Works x 3 locations	2,198.37	
			TM, Drainage Works x 3 locations	2,069.06	
			TM, Drainage Works x 3 locations	2,069.06	
			TM, Drainage Works x 3 locations	2,198.37	
EF150210	30/07/2025	Contraflow Pty Ltd			9,564.41
			TM required for road team, patch works	4,542.03	
			TM, Drainage Works x 3 locations	1,939.74	
			TM, Drainage Works x 3 locations	1,660.16	
			TM, Drainage Works x 3 locations	1,422.48	
EF149934	16/07/2025	Convict Bags & Accessories Pty Ltd			27.78
			Found_June 2025 16584 Convict Bags & Accessories	27.78	
EF149943	16/07/2025	Copper Chimney			1,100.00
				1,100.00	
EF149858	16/07/2025	CROMAG PTY LTD t/a Sigma Chemicals			127.27
				127.27	
EF150179	30/07/2025	Culleys Tea Rooms			48.00
				48.00	
EF150221	30/07/2025	Culture Amp Pty Ltd			38,808.00
			Culture Amp Subscription	38,808.00	
EF149947	16/07/2025	Culture Counts Australia Pty Ltd			4,125.00
				4,125.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149755	04/07/2025	Cyclus Pty Ltd			524.70
				524.70	
EF150234	30/07/2025	Daniel Santich			4,710.00
			Live work invest templates	1,810.00	
			Live work invest templates	540.00	
			THIS IS FREMANTLE brand guideline update	720.00	
			THIS IS FREMANTLE brand guideline update	1,640.00	
EF150119	23/07/2025	Datamars Australia Pty Ltd			297.69
			300 1 year dog tags and split rings	297.69	
EF150067	16/07/2025	David Earl			32.84
				32.84	
EF150226	30/07/2025	DAVISON ADVISORY SERVICES PTY LTD			5,280.00
			Advice sale - 81 Knutsford St, Fremantle	5,280.00	
EF149958	16/07/2025	Department of Mines, Industry Regulation and Safety			179,671.48
			BSL Fee collected on behalf of the Dept. Department	179,548.18	
			BSL Fee collected on behalf of the Dept. Department	123.30	
EF149922	16/07/2025	Department of Planning, Lands and Heritage			377.00
				377.00	
EF150108	23/07/2025	Department of Planning, Lands and Heritage			54,308.95
			RCTI Carpark 29-Standing Order 25/26	36,940.95	
			RCTI Carpark 29-Standing Order 25/26	271.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Fees collected for DAP application	17,097.00	
217937	17/07/2025	Department of Transport - Cheques Only			32,996.70
				32,996.70	
EF150105	23/07/2025	Detail Marketing Communications			6,600.00
			Social Media Management JUne 25	6,600.00	
EF149844	09/07/2025	Diane Sheppard - Mother Earth Dreams			16.75
				16.75	
EF149843	09/07/2025	Djilpin Arts Aboriginal Corporation			681.72
				681.72	
EF149899	16/07/2025	Docherty Anthony			429.25
			Found_June 2025 11924 Docherty A	429.25	
EF150002	16/07/2025	Double G (WA) Pty Ltd t/a Think Water Perth			1,695.49
				549.49	
				1,146.00	
EF149900	16/07/2025	Downer EDI Works Pty Ltd			291.15
				291.15	
EF149999	16/07/2025	Dowsing Group Pty Ltd			6,374.32
				6,374.32	
EF149968	16/07/2025	Drainflow Services Pty Ltd			990.00
				990.00	
EF150127	23/07/2025	Drainflow Services Pty Ltd			4,284.50

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Works as per Contract WFCC81/21	4,284.50	
EF150096	23/07/2025	Dulux Australia Limited			741.11
				741.11	
EF149782	09/07/2025	Dutch Fishy Pty Ltd t/as Fremantle Accident Repair Centre			1,000.00
				1,000.00	
EF150186	30/07/2025	Dutch Fishy Pty Ltd t/as Fremantle Accident Repair Centre			1,000.00
			Insurance Excess authorized by LGIS	1,000.00	
EF149803	09/07/2025	Easisalary Pty Ltd			7,883.94
			EasiSalary (Post Tax) Coy 2 Period Type I Comp Ref	1,954.08	
			EasiSalary (Pre Tax) Coy 2 Period Type I Comp Ref 8	5,929.86	
EF150121	23/07/2025	Easisalary Pty Ltd			7,518.09
			EasiSalary (Post Tax) Coy 2 Period Type I Comp Ref	1,954.08	
			EasiSalary (Pre Tax) Coy 2 Period Type I Comp Ref 8	5,564.01	
EF149931	16/07/2025	Eclipse Soils Pty Ltd			1,804.00
				1,804.00	
EF150138	23/07/2025	EGAN SANDRA			620.00
				200.00	
				220.00	
				200.00	
EF149750	04/07/2025	Egan Sharyn			250.00
				250.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149816	09/07/2025	Einiitd Benice Taylor T/A Serene Forest Leadlight Stickers			124.62
				124.62	
EF149862	16/07/2025	Ejan Communications			516.18
				516.18	
EF150184	30/07/2025	Ejan Communications			164.73
				164.73	
EF150229	30/07/2025	ELAN ENERGY MATRIX PTY LTD			812.63
			Collect & process illegally dumped tyres	161.29	
			Collect & process illegally dumped tyres	150.29	
			Collect & process illegally dumped tyres	-150.29	
			Collect & process illegally dumped tyres	651.34	
EF149971	16/07/2025	Element Advisory Pty Ltd			550.00
				550.00	
EF150003	16/07/2025	ELIZABETH DAWES t/as WOVEN STORIES TEXTILES			133.83
			Found_June 2025 21455 Dawes Elizabeth	133.83	
EF150057	16/07/2025	Elizabeth Jessie Radloff			65.65
			Found_June 2025 23394 Jessie Radloff	65.65	
EF149838	09/07/2025	Ellen Claire O'Loughlin			83.75
				83.75	
EF149790	09/07/2025	Emso Maintenance			3,356.09
				3,356.09	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149955	16/07/2025	Environmental Industries Pty Ltd			9,867.00
				9,867.00	
EF150230	30/07/2025	EON Protection Pty Ltd			17,007.87
			Additional Static Security Guard - WCC	5,669.29	
			Additional Static Security Guard - WCC	5,669.29	
			Additional Static Security Guard - WCC	5,669.29	
EF150248	30/07/2025	Epic Installations Pty Ltd			3,598.10
			Styling FISAF sites	3,598.10	
EF150052	16/07/2025	EV Charging Systems Pty Ltd			956.54
				956.54	
EF150143	23/07/2025	Fedele James Camarda			3,248.34
			Meeting Allowance	3,248.34	
EF149912	16/07/2025	Felicity Groom			5,000.00
				5,000.00	
EF150120	23/07/2025	Fitzhardinge Hannah			13,297.94
				195.52	
			Mayoral Allowance	13,102.42	
EF149974	16/07/2025	Flora Waycott			40.40
			Found_June 2025 19823 Flora Waycott	40.40	
EF150047	16/07/2025	Flowbird Australia Pty Ltd			6,383.53
				3,081.44	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				3,302.09	
EF150166	23/07/2025	FLYNN WILLIAM RODDAN VINCENT			2,500.00
			Live performance 10NIP Freak Out	2,500.00	
EF150048	16/07/2025	Focused Vision Consulting Pty Ltd			5,849.80
				5,849.80	
EF149779	09/07/2025	Fremantle Chamber of Commerce			21,000.00
			Sponsorship & Membership 25/26	21,000.00	
EF149805	09/07/2025	Fremantle History Society			5.00
				5.00	
EF149886	16/07/2025	Fremantle Markets			47.64
				47.64	
EF149881	16/07/2025	Fremantle PCYC			415.68
				415.68	
EF149920	16/07/2025	Fremantle Sailing Club			1,500.00
				1,500.00	
EF150104	23/07/2025	Fremantle Surf Life Saving Club Inc			3,850.00
				3,850.00	
EF150222	30/07/2025	FREO FIRE MAINTENANCE SERVICES PTY LTD			535.70
			Emergency exit light repairs -FEC	535.70	
EF149980	16/07/2025	Freo Tinting & Windscreens			550.00
				550.00	
EF150036	16/07/2025	Futureproof Building Services Pty Ltd			2,916.02

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			A/H call-out 21/06 - 49 Mews Roof.	541.93	
			Repair leak at Fremantle Park Clubrooms	288.81	
			Repair leaks at Old St John Ambulance	243.34	
			Check water egress that shorted lights	303.71	
			Leak upstairs at Moore & Moore Apart.	760.09	
			Check water egress that shorted lights	215.71	
				562.43	
EF149963	16/07/2025	Gardner Lisa			257.55
			Found_June 2025 19309 Kor	257.55	
EF149753	04/07/2025	Genesis Accounting Pty Ltd			3,410.00
				3,410.00	
EF149766	04/07/2025	Geoffrey Ronald Addison			250.00
				250.00	
EF149787	09/07/2025	Gillespie Natalie			1,000.00
				1,000.00	
EF149814	09/07/2025	GLEN FLOOD GROUP (GFG) PTY LTD			1,430.00
				1,430.00	
EF149919	16/07/2025	Gomes Alison			125.75
			Found_June 2025 14512 Gomes Alison	125.75	
EF150131	23/07/2025	Graham Geoffrey			3,273.22

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				24.88	
			Annual Meeting Allowance	3,248.34	
EF150139	23/07/2025	GREEN BY NATURE SPECIALTY SERVICES PL t/as Green Op			17,992.03
			Ad-Hoc Mowing Sporting Reserves	17,992.03	
EF149754	04/07/2025	Greenacres Turf Group			1,484.45
				1,484.45	
EF149937	16/07/2025	Greenacres Turf Group			7,347.95
				7,347.95	
EF149989	16/07/2025	Greenway Turf Solutions Pty Ltd			16,269.00
			Fungicide Application Sporting Reserves	16,269.00	
EF150217	30/07/2025	Greenway Turf Solutions Pty Ltd			4,078.80
			Iron & Mang Application to Sporting Rese	4,078.80	
EF149853	16/07/2025	Gronbek Security			536.53
				536.53	
EF149820	09/07/2025	Grosvenor Engineering Group Pty Ltd			847.37
				847.37	
EF150022	16/07/2025	Grosvenor Engineering Group Pty Ltd			3,724.71
				693.89	
				3,030.82	
EF150146	23/07/2025	Grosvenor Engineering Group Pty Ltd			2,453.71
				1,418.80	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				1,034.91	
EF150012	16/07/2025	GSD Production			673.20
				673.20	
EF149875	16/07/2025	GW Architects Pty Ltd			4,061.75
				4,061.75	
EF149926	16/07/2025	Hadwin Anna			149.48
			Found_June 2025 15330 Hadwin Anna	149.48	
EF149762	04/07/2025	HAFELE AUSTRALIA PTY LTD			233.28
				233.28	
EF149841	09/07/2025	Handsome Tours Australia Pty Ltd			3,850.00
				3,850.00	
EF150211	30/07/2025	Hannah Mathews			1,200.00
			Fee - Judging	1,200.00	
EF149885	16/07/2025	Harrison Rodger			387.84
			Found_June 2025 10976 Harrison Rodger	387.84	
EF150235	30/07/2025	Hart Sport Australia Pty Ltd			2,696.60
				422.70	
				195.00	
			Swim School Teaching Equipment #1	1,802.00	
			Swim School Teaching Equipment #2	239.40	
			Swim School Teaching Equipment #3	37.50	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150029	16/07/2025	Hayley Family Trust T/A Bricks 4 Kidz Applecross			462.00
				462.00	
EF150233	30/07/2025	Hayley Family Trust T/A Bricks 4 Kidz Applecross			10,593.00
			Lego workshops at Freo Builds	10,593.00	
EF149871	16/07/2025	Hays Personnel Services			3,147.77
				1,590.81	
				1,556.96	
EF150082	23/07/2025	Hays Personnel Services			1,426.66
				1,426.66	
EF149946	16/07/2025	HCC Aust Pty Ltd			136,686.00
			Leake street - Brick Paving works HCC	2,398.00	
			Leake street - Brick Paving works HCC	134,288.00	
EF150153	23/07/2025	Healius Pathology Pty Ltd			69.96
				69.96	
EF150051	16/07/2025	Henschke Jewellery			27.78
			Found_June 2025 23294 Henschke Jewell	27.78	
EF150227	30/07/2025	HHP Systems Pty Ltd			748.00
				748.00	
EF150107	23/07/2025	Hilton Park Bowling & Recreation Club			1,557.60
				1,557.60	
EF150106	23/07/2025	Hilton Primary School P & C Inc			1,000.00

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				1,000.00	
EF149767	04/07/2025	HMAS Perth (1) Memorial Foundation			780.00
				780.00	
EF150192	30/07/2025	Hocking Planning & Architecture			3,531.00
			Construction Stage Consultancy	3,531.00	
EF150200	30/07/2025	Horizon West Landscape Maintenance			129,195.32
			Supply and Install -Items 4-11 (excl. 8)	129,195.32	
EF150054	16/07/2025	Hosemasters Spearwood - The Trustee for BDJU Family Trust			467.38
				467.38	
EF150188	30/07/2025	Host Catering Supplies			199.10
			Catering items- Containers & Napkins	199.10	
EF149993	16/07/2025	Hovea Pottery Greg Crowe			459.55
			Found_June 2025 20885 Hovea Pottery	459.55	
EF150241	30/07/2025	Hypnosis Hotel Pty Ltd t/as Hypnosis Creative Agency			14,608.00
			WFAC Rebrand development and delivery	14,608.00	
EF149793	09/07/2025	IAS Fine Art Logistics Pty Ltd			5,952.06
				5,952.06	
EF150197	30/07/2025	IAS Fine Art Logistics Pty Ltd			504.90
			Collection Transport Costs	504.90	
EF150112	23/07/2025	ICS Australia Pty Ltd			720,845.44
			South Beach Change Facility- Construct	720,845.44	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149913	16/07/2025	IJewellery			60.60
			Found_June 2025 13742 Icon Jewellery	60.60	
EF150208	30/07/2025	Illion Australia Pty Ltd t/as Tenderlink.Com			858.13
			D&B Reports - Tenderlink	858.13	
EF150206	30/07/2025	Imagesource Digital Solutions			184.80
				184.80	
EF150149	23/07/2025	Ingrid Lydia Van Dorssen			3,248.34
			Annual Meeting Allowance	3,248.34	
EF149923	16/07/2025	Instant Toilet & Shower Pty Ltd T/as Instant Products Hire			5,899.74
				2,633.40	
				369.60	
				2,896.74	
EF149939	16/07/2025	Instant Waste Management			660.00
				660.00	
EF150118	23/07/2025	Integrity Management Solutions Pty Ltd			12,903.00
			Renewal of Attain software 07/25 - 01/26	12,903.00	
EF150035	16/07/2025	Intercheck Global			98.01
				98.01	
EF149866	16/07/2025	Isentia Pty Ltd			19,525.01
			Media Services Fee 23/7/25-22/7/26 Media Monitors	19,525.01	
EF149942	16/07/2025	IXOM Pty Ltd			261.89

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				261.89	
EF150065	16/07/2025	J BOS & L.R BOS			11,000.00
			Installation performance 10NIP 2025	11,000.00	
EF149898	16/07/2025	Jackson McDonald			5,500.00
				5,500.00	
EF149813	09/07/2025	JANICE IRENE MCCAHON			500.00
			Oral HIstory	500.00	
EF150078	23/07/2025	Jason Signmakers			3,703.15
			General Signage as required	3,703.15	
EF150147	23/07/2025	Jayden Boundry t/as Ngalak Nidja			400.00
			Storytime	400.00	
EF149817	09/07/2025	Jayden Weston / Okaythen Pty Ltd trading as Compendium Des			597.09
				597.09	
EF149949	16/07/2025	JB Hifi Commercial			528.99
				528.99	
EF150150	23/07/2025	Jemima Williamson-Wong			3,248.34
			Annual Meeting Allowance	3,248.34	
EF149966	16/07/2025	Jenny Dawson Trading as J Shed Ceramic Art Studio			66.66
			Found_June 2025 19352 Jenny Dawson	66.66	
EF149979	16/07/2025	JJ Richards and Sons Pty Ltd			1,552.14
				1,552.14	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149905	16/07/2025	JLT Risk Solutions Pty Ltd			1,260.34
				346.50	
				913.84	
EF150181	30/07/2025	John Shenton Pumps			332.44
				332.44	
EF150160	23/07/2025	Jonathan Case t/as Deep Sea Creative			710.00
				710.00	
EF150059	16/07/2025	Jordan Maree Rush			3,000.00
			Artist Fees	3,000.00	
EF150159	23/07/2025	Jordan Maree Rush			8,000.00
			Artist Fees	8,000.00	
EF150021	16/07/2025	Joshua Button Enterprises			55.55
			Found_June 2025 22159 Joshua Button	55.55	
EF150056	16/07/2025	Joshua Robert Grainger			300.00
				300.00	
EF150034	16/07/2025	Julia Wade			306.03
			Found_June 2025 22769 Julia Wade	306.03	
EF149969	16/07/2025	Juluwarlu Group Aboriginal Corporation			372.44
			Found_June 2025 19522 Juluwarlu	372.44	
EF149973	16/07/2025	Jupps Floorcovering Commercial Division			880.00
				880.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150239	30/07/2025	K&L Gates			269.50
			Legal Advice	269.50	
EF150163	23/07/2025	Kadek Falconer			400.00
				400.00	
EF149986	16/07/2025	Kaleidoscope Studio Pty Ltd			25.25
			Found_June 2025 20508 Helen Ansell	25.25	
EF150165	23/07/2025	Karen Joy Blurton			550.00
				550.00	
EF149944	16/07/2025	Karla Hart Enterprises Pty Ltd			1,100.00
				1,100.00	
EF149994	16/07/2025	KATE SALE JEWELLERY			361.08
			Found_June 2025 20957 Sale Kate	361.08	
EF149807	09/07/2025	Kerr James			4.69
				4.69	
EF150066	16/07/2025	Kevin John Smith t/as Chittering Valley Worm Farm			550.00
				550.00	
EF150053	16/07/2025	Kilmore Group Pty Ltd			9,526.00
				9,526.00	
EF150156	23/07/2025	Kilmore Group Pty Ltd			182,788.84
				182,788.84	
EF149840	09/07/2025	Kimberry Design			68.34

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				68.34	
EF149781	09/07/2025	Kleenheat Gas			1,776.30
				1,776.30	
EF150080	23/07/2025	Kleenheat Gas			24,169.80
			Gas Usage - Leisure Centre	24,169.80	
EF149891	16/07/2025	Kleenit			22,021.35
			City of Fremantle Graffiti Removal 24-25	7,932.68	
			City of Fremantle Graffiti Removal 24-25	1,377.02	
			City of Fremantle Graffiti Removal 24-25	330.00	
			City of Fremantle Graffiti Removal 24-25	9,204.67	
			City of Fremantle Graffiti Removal 24-25	330.00	
			City of Fremantle Graffiti Removal 24-25	2,846.98	
EF150194	30/07/2025	Kleenit			5,216.09
			Graffiti Removal for City of Fremantle	3,548.41	
			Graffiti Removal for City of Fremantle	1,337.68	
			Graffiti Removal for City of Fremantle	330.00	
EF150008	16/07/2025	KOEN RONEL (t/as SWALO)			177.26
			Found_June 2025 21558 Koen Ronel	177.26	
EF149812	09/07/2025	Kulbardi Pty Ltd			80.42
				80.42	
EF150136	23/07/2025	Kulbardi Pty Ltd			535.49

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				535.49	
EF150219	30/07/2025	Kulbardi Pty Ltd			160.43
				89.43	
				71.00	
EF149855	16/07/2025	L.G.R.C.E.U			816.00
			LGRCEU Coy 2 Period Type O Comp Ref 827.0000 C	816.00	
EF150178	30/07/2025	L.G.R.C.E.U			816.00
			LGRCEU Coy 2 Period Type O Comp Ref 827.0000 C	816.00	
EF150126	23/07/2025	Lang Adin			3,248.34
			Meeting Allowance	3,248.34	
EF149795	09/07/2025	Learning Seat Pty Ltd			40,315.44
				40,315.44	
EF150050	16/07/2025	Leela Dilkes-Hoffman			83.33
			Found_June 2025 23254 Dilkes-Hoffman Designs	83.33	
EF149981	16/07/2025	Leuchter Nicole T/as Lilly and Mr Fletcher			32.83
			Found_June 2025 20229 Leuchter Nicole	32.83	
EF149801	09/07/2025	LGConnect Pty Ltd			729.30
				729.30	
EF149798	09/07/2025	LGISWA			1,975.60
				1,000.00	
				975.60	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149930	16/07/2025	LGISWA			1,048,553.65
			Insurances 1st Instalm 2025-26	1,048,553.65	
EF150037	16/07/2025	Linfox Armaguard Pty Ltd			1,781.70
				866.99	
				914.71	
EF149794	09/07/2025	Local Community Insurance Services			13,082.41
				13,082.41	
EF149914	16/07/2025	Local Community Insurance Services			8,786.05
				4,853.55	
				3,932.50	
EF150180	30/07/2025	Local Health Authorities Analytical Committee			8,383.80
				8,383.80	
EF150001	16/07/2025	Louiseryan			42.93
			Found_June 2025 21318 Louise Hamill	42.93	
EF150243	30/07/2025	LUNA CINEMAS PTY LTD & PALACE CINEMA NOMINEES PT			1,210.00
			Homelessness Week screening event	1,210.00	
EF150245	30/07/2025	Lymphodema Association Australia			1,100.00
			Community Donation CD082 Lymphoedema Aus	1,100.00	
EF149988	16/07/2025	MA Services Group Pty Ltd			2,053.55
				2,015.75	
				37.80	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149830	09/07/2025	Mackinnon, Wendy May T/A Banksia Lane Press			32.53
				32.53	
EF149860	16/07/2025	Major Motors			68.22
				68.22	
EF150018	16/07/2025	Malcolm Parry			37.88
			Found_June 2025 22093 Malcolm Parry	37.88	
EF150162	23/07/2025	Mark Tabone t/as Dead Tooth Hottie			500.00
				500.00	
EF149837	09/07/2025	Maxey Plumbing Pty Ltd			289.48
				289.48	
EF150043	16/07/2025	Maxey Plumbing Pty Ltd			4,643.54
			Toilet not flushing in male ablutions	359.15	
			Investigate blocked pipe with camera	1,142.54	
			Attend & check cistern in female toilet	201.03	
			Mixer tap repair at Union Stores	360.76	
			Attend and repair left hand side toilet	249.70	
			Clear block access toilets-Arts Center	146.03	
			No hot water in men's shower - WCC	826.38	
				1,357.95	
EF150151	23/07/2025	Maxey Plumbing Pty Ltd			27,476.57

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				27,476.57	
EF150232	30/07/2025	Maxima Group			194.64
			3 x Trainees for horticulture certificat	1,419.81	
			3 x Trainees for horticulture certificat	-1,168.75	
			3 x Trainees for horticulture certificat	1,112.33	
			3 x Trainees for horticulture certificat	-1,168.75	
EF150246	30/07/2025	Maxwell Barton			350.00
			Future Treasures workshop presentation	350.00	
EF150046	16/07/2025	McLeods Lawyers Pty Ltd			6,341.85
			Parking Team Court proceedings/legal adv	3,930.98	
			Parking Team Court proceedings/legal adv	1,308.23	
			Parking Team Court proceedings/legal adv	1,102.64	
EF150152	23/07/2025	McLeods Lawyers Pty Ltd			880.00
				880.00	
EF150237	30/07/2025	McLeods Lawyers Pty Ltd			186.12
			Legal Advice - Governance and CEO	186.12	
EF149956	16/07/2025	McMillan Sian			64.64
			Found_June 2025 18860 McMillan Sian	64.64	
EF149938	16/07/2025	Megirian Ellen Rose			141.40
			Found_June 2025 17193 Megirian Rose	141.40	
EF149928	16/07/2025	Melanie Sharpham t/as Eucalypt Homewares			191.90

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Found_June 2025 15749 Eucalypt Homewares	191.90	
EF149894	16/07/2025	Men Behaving Handy			1,485.26
			Bus Shelter & ancillary maintenance	257.38	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	244.20	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	260.98	
			Bus Shelter & ancillary maintenance	240.90	
EF150092	23/07/2025	Men Behaving Handy			7,056.98
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	266.18	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	220.00	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	295.85	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	453.20	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	240.90	
EF150196	30/07/2025	Men Behaving Handy			3,428.74
			Bus Shelter & ancillary maintenance	244.20	
			Bus Shelter & ancillary maintenance	296.11	
			Bus Shelter & ancillary maintenance	299.05	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	281.05	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	281.05	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	297.53	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	244.20	
			Bus Shelter & ancillary maintenance	240.90	
			Bus Shelter & ancillary maintenance	240.90	
EF150061	16/07/2025	MEP Service Group Pty Ltd			283,701.19
				283,701.19	
EF149827	09/07/2025	MicroWay			423.41
				423.41	
EF150027	16/07/2025	Minnesota Holings T/As Chair Guru			1,534.50
				1,534.50	
EF149965	16/07/2025	Mitchell Myra			171.70
			Found_June 2025 19324 Mitchell Myra	171.70	
EF149983	16/07/2025	MME Underground Services PL t/as Platinum Locating Services			11,690.32
				11,690.32	
EF150132	23/07/2025	Mofflin Franklyn			3,248.34
			Annual Meeting Allowance	3,248.34	
EF150212	30/07/2025	Moore for More Pty Ltd			244.31

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Contribute toilet requisites May-Jun25	244.31	
EF150144	23/07/2025	Moray & Agnew			1,678.27
			Mixed legal advice - Field Service Team	109.34	
			Mixed legal advice - Field Service Team	311.52	
			Mixed legal advice - Field Service Team	1,257.41	
EF149915	16/07/2025	Mowanjum Artists Spirit of the Wandjina Aboriginal			136.35
			Found_June 2025 13989 Mowanjum	136.35	
EF149962	16/07/2025	Mulders Anna			26.77
			Found_June 2025 19268 Anna Mulders	26.77	
EF150137	23/07/2025	MWABA Mubanga			660.00
			Dance Facilitator 10NIP - Dancing Joy	660.00	
DD004108	15/07/2025	NAB - Bank Charges Only			12.80
			NAB - Charges	12.80	
DD004109	29/07/2025	NAB - Bank Charges Only			425.07
			NAB - Charges	425.07	
EF149896	16/07/2025	National Assoc Of Community Legal Centres			6,449.78
				6,449.78	
EF150031	16/07/2025	Nature Based Play Pty Ltd			10,868.00
			Supply and construction of a nature play	10,868.00	
EF150135	23/07/2025	NEXTDC Limited			2,990.55
				2,990.55	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149760	04/07/2025	NICHOLAS OWEN			1,100.00
				1,100.00	
EF149890	16/07/2025	Nicole Ann Kelly			25.25
			Found_June 2025 11398 Nicole Kelly	25.25	
EF149906	16/07/2025	Norfolk Street Syndicate			284.96
				284.96	
EF150100	23/07/2025	Norfolk Street Syndicate			2,958.06
				2,958.06	
EF150028	16/07/2025	NORRIS, NICOLE AMANDA			350.00
				350.00	
EF149879	16/07/2025	Northlake Electrical Pty Ltd			7,079.71
			Repair lights to toilets & passage-70Par	2,261.66	
			Replace 3 external lights-BruceLeeClubrm	1,359.88	
			Replace light in Brad Hardie Clubrooms	405.93	
			Depot - Electrical Install	2,668.15	
			Check lights & timer in toilet-SamsonPk	354.94	
				29.15	
EF150086	23/07/2025	Northlake Electrical Pty Ltd			70,893.01
				3,848.33	
				2,062.70	
				102.47	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				2,549.37	
				1,502.30	
				629.35	
			Electrical repairs/upgrade Moore's Bldg	25,368.05	
			Lighting maintenance -Recreational Res.	5,139.00	
			Lighting maintenance -Recreational Res.	6,915.43	
			Lighting maintenance -Recreational Res.	509.39	
			Lighting maintenance -Recreational Res.	2,013.47	
			RCD repair 36 Ellen Street	320.61	
			Replace globe in bathroom - Legal Centre	315.93	
			Replace light in toilet - Victoria Hall	638.09	
			Streetlight Maintenance - 2024-2025	1,086.60	
			Streetlight Maintenance - 2024-2025	102.47	
			Streetlight Maintenance - 2024-2025	13,745.14	
			Streetlight Maintenance - 2024-2025	371.47	
			Streetlight Maintenance - 2024-2025	2,398.86	
			Streetlight Maintenance - 2024-2025	1,273.98	
EF149951	16/07/2025	NPY Women's Council			249.98
			Found_June 2025 18284 NPY Womens Council	249.98	
EF149804	09/07/2025	OccuMed Consulting Pty Ltd			616.00
				616.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149967	16/07/2025	OccuMed Consulting Pty Ltd			1,485.00
				495.00	
				495.00	
				495.00	
EF150214	30/07/2025	OccuMed Consulting Pty Ltd			510.40
			Pre-Employment Medicals	510.40	
EF150006	16/07/2025	OCTAGON LIFTS PTY LTD			3,069.50
				3,069.50	
EF149835	09/07/2025	Omnicom Media Group Australia Pty Ltd			1,236.40
				1,236.40	
EF150038	16/07/2025	Omnicom Media Group Australia Pty Ltd			1,661.92
				321.22	
				698.26	
				321.22	
				321.22	
EF149997	16/07/2025	One of Twelve			121.20
			Found_June 2025 21130 One of Twelve	121.20	
EF150122	23/07/2025	One-Multi Pty Ltd			2,574.00
				2,574.00	
EF150101	23/07/2025	Owners of Strata Plan 21705			5,503.00
				5,503.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149810	09/07/2025	OZTROLOGY			75.74
				75.74	
EF149786	09/07/2025	Paramount Security Services			3,809.30
				3,809.30	
EF149987	16/07/2025	Parker Black & Forrest			868.18
				868.18	
DD004100	04/07/2025	Payrix Australia Pty Ltd (Direct Debit)			2,205.42
			Payrix Australi	2,205.42	
DD004101	11/07/2025	Payrix Australia Pty Ltd (Direct Debit)			197.16
			Payrix Australi	197.16	
DD004102	18/07/2025	Payrix Australia Pty Ltd (Direct Debit)			1,933.83
			Payrix Australi	1,933.83	
DD004103	25/07/2025	Payrix Australia Pty Ltd (Direct Debit)			89.55
			Payrix Australi	89.55	
EF149901	16/07/2025	Pegasus Jewellery Designs			233.31
			Found_June 2025 12050 Pegasus Jwllry	233.31	
EF150032	16/07/2025	PEP Transport			176.44
				176.44	
EF149832	09/07/2025	Perfect Gym Solutions Pty Ltd			2,731.30
				2,598.75	
				132.55	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149884	16/07/2025	Perth Recruitment Services			33,015.38
			Ad hoc works until end of finanical year	10,476.86	
			Ad hoc works until end of finanical year	11,732.34	
			Ad hoc works until end of finanical year	10,283.47	
			WFAC Casual Grounds Work	522.71	
EF150088	23/07/2025	Perth Recruitment Services			16,534.25
			Agency personal - Drainage Crew	2,559.08	
			Agency personal - Drainage Crew	1,966.62	
			Parks Labour Hire - PRS Blanket Order	6,437.57	
			Parks Labour Hire - PRS Blanket Order	5,570.98	
EF150190	30/07/2025	Perth Recruitment Services			1,228.04
			WFAC Casual Grounds Work	614.02	
			WFAC Casual Grounds Work	614.02	
EF150098	23/07/2025	Perth Region Tourism Organisation Inc			5,500.00
			Destination Perth Tier2 Partnership FY26	5,500.00	
EF149839	09/07/2025	Peter A Murphy			16.75
				16.75	
EF150013	16/07/2025	Pettit Nominees Pty Ltd			617.10
				617.10	
EF149874	16/07/2025	Philippa Gordon			161.60
			Found_June 2025 10567 Philippa Gordon	161.60	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150168	23/07/2025	Physiotherapy Students' Society Notre Dame			126.30
			Refund-cancellation of booking 13 Jun25	126.30	
EF149749	04/07/2025	Pirtek (Fremantle) Pty Ltd			114.42
				114.42	
EF150148	23/07/2025	Point Street Partners Pty Ltd			9,627.79
				9,627.79	
EF149861	16/07/2025	Potters Market The			208.75
				208.75	
EF150195	30/07/2025	Precise Motion Products			13.98
			Seals and Bearings	13.98	
EF149873	16/07/2025	Precision Tech (WA) Pty Ltd T/A Royal Pumps			1,477.22
				1,477.22	
EF150083	23/07/2025	Precision Tech (WA) Pty Ltd T/A Royal Pumps			572.00
			2024-2025 - High Pressure Cleaner Parts.	572.00	
EF150016	16/07/2025	PREFET PTY LTD T/A MINUTEMAN PRESS PERTH			280.50
				280.50	
EF150060	16/07/2025	Preston Rowe Paterson			4,400.00
				4,400.00	
EF150220	30/07/2025	PRINT LOGIC (WA) PTY LTD			48,477.00
				258.50	
			THIS IS FREMANTLE holiday planner	48,218.50	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150130	23/07/2025	Professional Search Group Pty Ltd			25,511.20
			Recruitment Servics G Mohnar-Procurement	25,511.20	
EF150209	30/07/2025	Programmed Skilled Workforce Ltd			4,207.01
			Agency Labour - IBS Team - EOFY	1,869.78	
			Agency Labour - IBS Team - EOFY	2,337.23	
EF149821	09/07/2025	Prue Johnson			247.00
				247.00	
EF149995	16/07/2025	Quoin Consulting Pty Ltd			4,345.00
				4,345.00	
EF149797	09/07/2025	Radonich Contracting Pty Ltd			12,628.00
				12,628.00	
EF149929	16/07/2025	Radonich Contracting Pty Ltd			12,139.38
			AD-Hoc Passive Reserves	1,361.36	
			Equipment Hire - 90%	3,574.12	
			Maintain Footpath	7,203.90	
EF150110	23/07/2025	Radonich Contracting Pty Ltd			7,203.90
			Maintain Footpath	7,203.90	
EF150202	30/07/2025	Radonich Contracting Pty Ltd			4,389.44
			AD-Hoc Passive Reserves	1,489.40	
			AD-Hoc Passive Reserves	1,361.36	
			AD-Hoc Passive Reserves	1,538.68	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149806	09/07/2025	Read Genine Margaret			19.50
				19.50	
EF149970	16/07/2025	Reconciliation Western Australia Inc			1,699.50
				1,699.50	
EF150154	23/07/2025	Red Hot Design (WA) Pty Ltd			1,544.40
			10NIP Staff T shirts	1,544.40	
EF149831	09/07/2025	Reidy, Fiona t/a Djinda Kaal Dreaming			128.70
				128.70	
EF149908	16/07/2025	Remida Perth Inc			725.00
				725.00	
EF150044	16/07/2025	Renate Patricia Masetti			148.98
			Found_June 2025 23075 Renate Masetti	148.98	
EF149904	16/07/2025	Rendtorff Christian			294.92
			Found_June 2025 12383 Rendtorff C	294.92	
EF149788	09/07/2025	Resource Recovery Group			86,582.50
			Domestic Residual - Red Lid	43,718.87	
			Domestic Residual - Red Lid	42,863.63	
EF149892	16/07/2025	Resource Recovery Group			15,511.17
			Credit 1400115 - Cancel Invoice 1301432	-28,493.73	
			Process green waste 2024-2025 - FRC	28,493.73	
			Process green waste 2024-2025 - FRC	1,331.48	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				4,235.14	
				9,944.55	
EF150090	23/07/2025	Resource Recovery Group			235,438.48
				1,381.72	
			Domestic FOGO - Lime Green Lid	38,131.17	
			Domestic FOGO - Lime Green Lid	18,620.25	
			Domestic FOGO - Lime Green Lid	35,578.16	
			Domestic FOGO - Lime Green Lid	131.56	
			Domestic FOGO - Lime Green Lid	62,268.68	
			Public Bins - 10%	43,738.57	
			Public Bins - 10%	35,588.37	
EF149829	09/07/2025	Riley, Prudence			529.90
				529.90	
EF150039	16/07/2025	Road and Access Consulting			7,425.00
				7,425.00	
EF149917	16/07/2025	Robin Wells			132.31
			Found_June 2025 14118 Wells Robin	132.31	
EF150014	16/07/2025	Rockwater Pty Ltd			2,080.38
				2,080.38	
EF149889	16/07/2025	Rosmech Sales & Service Pty Ltd			529.58

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				529.58	
EF150167	23/07/2025	Rothwell Publishing - JO MICHELLE ROTHWELL			154.00
				154.00	
EF149842	09/07/2025	Ruth Marshall t/as Indigo Dreaming Designs			110.52
				110.52	
EF149991	16/07/2025	RYNAT INDUSTRIES AUSTRALIA PTY LTD			664.69
				664.69	
EF150244	30/07/2025	SA Films Pty Ltd			605.00
			Homelessness Week Film Licensing Fee	605.00	
EF149819	09/07/2025	SABINE JULIA FIGARO T/A HAPPY LAZULY			142.68
				142.68	
EF150158	23/07/2025	Sage Consulting Engineers Pty Ltd			16,599.00
				16,599.00	
EF150225	30/07/2025	SAI GLOBAL AUSTRALIA PTY LTD			13,136.20
			Annual 25/26 subscription to AS Standard	13,136.20	
EF149935	16/07/2025	Samuel Newman			9,250.00
				9,250.00	
EF150062	16/07/2025	Sarah Abbott			121.20
			Found_June 2025 23504 Sarah Abbott	121.20	
EF149867	16/07/2025	Satellite Security Services			4,994.00
				377.30	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				4,616.70	
EF150081	23/07/2025	Satellite Security Services			132.00
				132.00	
DD004105	15/07/2025	Securepay Pty Ltd			364.32
			Securepay Pty L	364.32	
EF150010	16/07/2025	SEEK Limited			3,597.20
				3,597.20	
EF150141	23/07/2025	Shack Properties Pty Ltd			124.93
				124.93	
EF149751	04/07/2025	Sharon Calgaret			250.00
				250.00	
EF149758	04/07/2025	Shaw Gerrard			550.00
				550.00	
EF150069	17/07/2025	Shaw Gerrard			400.00
				400.00	
EF150161	23/07/2025	Shire of Capel			135.62
				135.62	
EF150169	23/07/2025	Sky Wallet Pty Ltd - cash services			7,500.00
			COF DEPOT cash 230725	7,500.00	
EF150247	30/07/2025	Sky Wallet Pty Ltd - cash services			8,100.00
			COF DEPOT cash 300725	8,100.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150207	30/07/2025	SLR Consulting Australia Pty Ltd			57,246.26
			Determine Contaminate/Remediate- Depot	2,178.00	
			Determine Contaminate/Remediate- Depot	55,068.26	
EF149959	16/07/2025	Soft Landing			3,615.59
				1,363.67	
				2,251.92	
EF150238	30/07/2025	Sound and Mixing - NE and S Harris			760.00
			FAC Yeah July 2025	380.00	
			FAC Yeah July 2025	380.00	
EF149826	09/07/2025	South Beach Boardies			56.95
				56.95	
EF149909	16/07/2025	South East Regional Centre for Urban Landcare Inc			2,640.00
				1,980.00	
				660.00	
EF150102	23/07/2025	South East Regional Centre for Urban Landcare Inc			5,720.00
				5,720.00	
EF150199	30/07/2025	South East Regional Centre for Urban Landcare Inc			5,720.00
			2025 Round 1 Weed Control	5,720.00	
EF150079	23/07/2025	South Fremantle Football Club			12,758.03
				132.60	
				12,625.43	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150182	30/07/2025	South Fremantle Football Club			350.00
			2 Tickets for Stakeholder Interaction	350.00	
EF149992	16/07/2025	SpacetoCo Pty Ltd			1,980.00
				1,980.00	
EF150026	16/07/2025	Split Horizon Pty Ltd			10,028.63
				9,680.15	
				348.48	
EF149784	09/07/2025	St John Ambulance Western Australia Ltd			1,737.14
				1,737.14	
EF149872	16/07/2025	St John Ambulance Western Australia Ltd			249.15
				249.15	
EF149878	16/07/2025	St Patricks Comm Support Centre			4,583.34
				4,583.34	
EF150040	16/07/2025	Stacy Gardoll Art			81.81
			Found_June 2025 22962 Stacy Gardoll	81.81	
EF150155	23/07/2025	Start Digital Pty Ltd			6,325.00
				4,400.00	
				1,925.00	
EF150191	30/07/2025	Statewide Cleaning Supplies Pty Ltd			1,269.49
			Clean Supplies- CUAOFP2023 Order 7/7/25	1,011.54	
			Cleaning supplies- CUAOFP2023 26/6/25	257.95	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149887	16/07/2025	Stoneham & Associates - Melissa Joan Stoneham			7,000.00
				7,000.00	
EF150231	30/07/2025	Strikeforce Protection Systems Pty Ltd			3,300.00
				3,300.00	
EF150103	23/07/2025	Sullivan Andrew			3,248.34
			Meeting Allowance	3,248.34	
217938	17/07/2025	Dionne Hayward			25.00
				25.00	
217939	17/07/2025	Laura Dick			40.00
			LibraryMem BO25/0076	40.00	
217940	30/07/2025	Jennifer Banks			25.00
				25.00	
217941	30/07/2025	Megan Green			40.00
			LibraryMem BO25/0087	40.00	
217942	30/07/2025	Nathan Beavis			40.00
			LibraryMem BO25/0089	40.00	
EF149770	04/07/2025	Emir Kuc			1,123.93
			ANZ	1,123.93	
EF149771	04/07/2025	Alice Green			750.00
			CUS	750.00	
EF149772	04/07/2025	Perth Patio Magic			171.65

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			WBC	171.65	
EF149846	09/07/2025	The Old Synagogue Pty Ltd			5,000.00
			NAB	5,000.00	
EF149847	09/07/2025	Christian John Mauri			2,800.00
			WBC	2,800.00	
EF149848	09/07/2025	Port to Pub			500.00
			BQL	500.00	
EF149849	09/07/2025	WA Marine Pty Ltd			90.52
			WBC	90.52	
EF150170	23/07/2025	Physio Student Society			262.00
			CBA	262.00	
EF150171	23/07/2025	Churchill Knight			371.50
			WBC	371.50	
EF150172	23/07/2025	S J Kerr			524.00
			CBA	524.00	
EF150173	23/07/2025	The Royal Life Saving Soceity WA Inc			3,042.64
			NAB	3,042.64	
EF150249	30/07/2025	Calm Vet Care			468.18
			BBL	468.18	
EF150250	30/07/2025	Hinata Cafe			140.56
			WBC	140.56	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150251	30/07/2025	777 Auto Pty Ltd			115.58
			NAB	115.58	
EF149859	16/07/2025	Sunny Industrial Brushware Pty Ltd			247.50
				247.50	
EF150183	30/07/2025	Sunny Industrial Brushware Pty Ltd			1,628.00
			Supply Brooms and Brushes for Sweepers	1,628.00	
EF149773	09/07/2025	Synergy			5,044.81
			Electricity Usage at UB, 14 Fleet St	123.30	
			Electricity Usage at 9 Fleet St	184.11	
			Electricity Usage - 15 Mrs Trivetts Pl	141.13	
			Electricity Usage-Kevin RM-IT Server rm	1,723.60	
			Electricity Usage at 10 Fleet St	166.50	
			Electricity Usage at 12 Fleet St	621.02	
			Electricity Usage at UB, 9 Fleet St	120.52	
			Electricity Usage-Pt Bch Toilets/Chngrms	851.27	
			Electricity Usage - 13 Fleet Street	124.03	
			Electricity Usage - L1826 Ellen St	553.80	
			Elec Usage-123 Beach St Public Toilets	304.39	
			Electricity Usage at 11 Fleet S	131.14	
EF149850	16/07/2025	Synergy			7,815.62

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Electricity Usage - Cypress Hill POS	111.25	
			Electricity Usage - Auxiliary Lighting	3,186.93	
			Electricity Usage - S.E.W Park	132.10	
			Electricity Usage - Hollis Park Synergy Ex West	315.80	
			Electricity Usage - Carpark 22 Cliff St	210.39	
			Electricity Usage - Pioneer Reserve	257.21	
			Electricity Usage - Gilbert Fraser Oval	227.45	
			Electricity Usage - Kings Square	192.53	
			Electricity Usage - Queens Square	246.42	
			Electricity Usage - 4 x security lights	50.03	
			Electricity Usage - 12A Fleet St Synergy	159.54	
			Electricity Usage - 12A Fleet St Synerg	280.27	
			Electricity Usage - War Memorial Park	162.18	
			Electricity Usage - Horrie Long Reserve	314.36	
			Electricity Usage - Rule Park	153.05	
			Electricity Usage - Frank Gibson Park	223.48	
			Electricity Usage - Ceramics Worksho	835.88	
			Electricity Usage - Holland Park	104.65	
			Electricity Usage - 14 Leighton Bch Blvd	492.74	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Electricity Usage - Beach Reserve	159.36	
EF150070	23/07/2025	Synergy			106,165.48
			Electricity Usage - Griffiths Park	273.96	
			Electricity Usage - Booyeembara Pk	767.98	
			Electricity Usage for Streetlights Synerg	64,789.33	
			Electricity Usage - Esplanade Reserve	2,324.96	
			Synergy bill for Victoria Hall April May	255.00	
			Electricity Usage - 81 Knutsford S	2,717.54	
			Electricity Usage	5,456.45	
			Electricity Usage - Tuckfield park	810.69	
			Electricity Usage- Leisure Centre	12,692.85	
			Electricity Usage- Leisure Centre	12,523.40	
			Electricity Usage Museum	3,138.66	
			Synergy bill for Victoria Hall April May	414.66	
EF150174	30/07/2025	Synergy			49,884.48
			Electricity Usage - Car Park No 1	520.92	
			Electricity Usage - Car Park No 2	570.46	
			Electricity Usage - Car Park No 20	227.18	
			Electricity Usage - Car Park No 4	290.84	
			Electricity Usage - Car Park No. 2	638.95	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Electricity Usage - Carpark 21A Mews Rd	205.63	
			Electricity Usage - Carpark 56 - Norfolk	321.43	
			Electricity Usage - City	1,666.51	
			Electricity Usage - City	1,552.57	
			Electricity Usage - Community Hall	448.05	
			Electricity Usage - Community Legal Cen.	317.03	
			Electricity Usage - Community Legal Cen.	396.89	
			Electricity Usage - Community Legal Cen.	640.77	
			Electricity Usage - Esplanade-Carpark 11	2,809.73	
			Electricity Usage - Esplanade-Carpark 11	306.02	
			Electricity Usage - Esplanade-Carpark 11	457.01	
			Electricity Usage - Fremantle Heritage G	266.18	
			Electricity Usage - Hazel Orme Kindergar	333.12	
			Electricity Usage - Monument Hill Res.	142.43	
			Electricity Usage - Monument Hill Res.	298.00	
			Electricity Usage - Moore'sBuild&ArtGall	2,169.38	
			Electricity Usage - Moore'sCafe&Gallery	1,059.29	
			Electricity Usage - Parry St Carpark 16A	198.77	
			Electricity Usage - Pidgeon Park	196.90	
			Electricity Usage - Queens Square	248.12	
			Electricity Usage - Queens Square	132.31	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Electricity Usage - Upper Hilton	1,212.43	
			Electricity Usage - Upper Hilton	1,028.05	
			Electricity Usage - Valley Park	143.37	
			Electricity Usage - Virginia Ryan Park	129.46	
			Electricity Usage - Walyalup Civic Centr	15,574.28	
			Electricity Usage at Fire Pump Shed	368.62	
			Electricity Usage at Sullivan Hall	268.06	
			Electricity Usage- DADAA Tenancy	3,605.61	
			Electricity Usage- Frank Gibson Park	301.64	
			Electricity Usage- Fremantle Men's Shed	3,757.91	
			Electricity Usage Museum	3,369.82	
			Electricity Usage-9 South Terrace	224.84	
			Electricity Usage-Kevin RM-IT Server rm	1,776.58	
			Electricity Usage-Marine Tce carpark 21	175.53	
			Electricity Usage-Roundhouse Carpark 19	848.93	
			Synergy bill for Victoria Hall April May	374.24	
			Synergy bill for Victoria Hall April May	310.62	
EF149877	16/07/2025	Tactile Indicators Perth Pty Ltd			4,198.00
				750.00	
				3,448.00	
EF150125	23/07/2025	Talis Consultants			2,029.50

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				2,029.50	
EF149990	16/07/2025	Tan Shaun			577.72
			Found_June 2025 20724 Tan Shaun	577.72	
EF150019	16/07/2025	Tanya Jaceglav			232.81
			Found_June 2025 22148 Tanya Jaceglav	232.81	
EF149977	16/07/2025	Tasmin Olivia Richardson			530.86
			Found_June 2025 19961 Tamsin Richardson	530.86	
EF149948	16/07/2025	TC Precast Pty Ltd			2,296.80
				2,296.80	
EF150116	23/07/2025	TC Precast Pty Ltd			2,631.20
				1,293.60	
			Hydrastorm - Drainage Work - 20%	1,337.60	
EF149792	09/07/2025	Technology One Ltd			579,744.89
				2,365.00	
				577,379.89	
EF149903	16/07/2025	Technology One Ltd			22,705.82
			Project Management Activities 30/06/2025	19,158.32	
			Consulting Services 0.5 Days Technology One	1,182.50	
			Consulting Services 0.5 Days Technology One	1,182.50	
			Consulting Services 0.5 Days Technology One	1,182.50	
EF150007	16/07/2025	Techworks Plumbing Pty Ltd			7,026.11

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Water infrastructures- Parks- 24-25	4,757.46	
			Water infrastructures- Parks- 24-25	1,472.26	
			Water infrastructures- Parks- 24-25	691.02	
			Water infrastructures- Parks- 24-25	105.37	
EF150140	23/07/2025	Techworks Plumbing Pty Ltd			5,212.71
				526.85	
				460.54	
				599.36	
				880.00	
			Water infrastructures- Parks- 24-25	2,745.96	
EF150017	16/07/2025	THE FRUIT BOX GROUP PTY LTD			1,695.65
				499.30	
				275.00	
				921.35	
EF150089	23/07/2025	The Italian Club Fremantle Inc			2,437.28
				2,437.28	
EF150091	23/07/2025	The Poster Girls			2,887.50
				2,887.50	
EF150242	30/07/2025	The Trustee CGE Operations Invest Trust t/as Esplanade Hotel			4,452.00
			Accommodation - TNIP 2025	4,452.00	
EF149769	04/07/2025	The Trustee for Craig Street Unit Trust t/as Filter Discoun			194.70

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
				194.70	
EF149940	16/07/2025	The Trustee for Lane Family Trust			3,234.00
				3,234.00	
EF149845	09/07/2025	The Trustee for PC Trust t/as Price Consulting Group			5,671.88
				5,671.88	
EF149882	16/07/2025	The Trustee for Truck Unit Trust			716.88
				716.88	
EF150201	30/07/2025	The Trustee for UDLA Unit Trust			7,975.00
			Design Develop- Hilton Park Public Realm	7,975.00	
EF149768	04/07/2025	The Vintage Motorcycle Club of WA			500.00
				500.00	
EF150236	30/07/2025	Thomas J Fisher			350.00
			Future Treasures workshop presentation	350.00	
EF150097	23/07/2025	Thompson Douglas			3,248.34
			Meeting Allowance	3,248.34	
EF149964	16/07/2025	Thompson RP & SM			36.36
			Found_June 2025 19323 RP & SM Thompson	36.36	
EF149985	16/07/2025	Thomson Geer			1,295.25
				1,295.25	
EF149945	16/07/2025	Tinctorium			141.40
			Found_June 2025 17974 Tinctorium	141.40	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149933	16/07/2025	Tineke Van der Eecken			73.23
			Found_June 2025 16548 Tineke Van der Eecken	73.23	
EF149976	16/07/2025	Total Green Recycling Pty Ltd			1,832.86
				1,832.86	
EF150216	30/07/2025	Total Green Recycling Pty Ltd			1,664.56
			2024-2025 Non-Scheme E-Waste	1,664.56	
EF149802	09/07/2025	Totally Workwear Fremantle			464.39
				464.39	
EF149954	16/07/2025	Totally Workwear Fremantle			1,831.01
				366.37	
				71.06	
				232.30	
				417.69	
				743.59	
EF149791	09/07/2025	Traffic Logistics			1,391.50
				1,391.50	
DD004107	31/07/2025	Transperth			90.00
			Transperth	90.00	
EF149893	16/07/2025	Truck Centre (WA) Pty Ltd			1,499.24
				1,300.39	
				198.85	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF150049	16/07/2025	Two Stories			70.70
			Found_June 2025 23207 Warren Julia	70.70	
EF149982	16/07/2025	United Equipment Pty Limited			2,186.80
				2,186.80	
EF150145	23/07/2025	UNITING GLOBAL PTY LTD			3,828.00
				3,828.00	
EF150042	16/07/2025	Veolia Environmental Services (Australia) Pty Ltd			14,117.54
				1,566.58	
				8,418.30	
				2,566.08	
				1,566.58	
EF149996	16/07/2025	Vestone Capital Pty Limited			105,214.67
				95,642.24	
				9,572.43	
EF150015	16/07/2025	VittinoAshe Pty Ltd			1,512.50
				1,512.50	
EF150193	30/07/2025	WA Bluemetal			1,051.97
			Supply and Deliver Road Base to Depot	1,051.97	
EF150114	23/07/2025	WA Health Group Pty Ltd			229.66
				229.66	
EF150205	30/07/2025	WA Health Group Pty Ltd			218.66

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Aqua ROM 4 classes a week	218.66	
EF149789	09/07/2025	WA Land Information Authority			2,869.50
				190.36	
				2,679.14	
EF149895	16/07/2025	WA Land Information Authority			764.80
				764.80	
EF150094	23/07/2025	WA Land Information Authority			158.00
				158.00	
EF149780	09/07/2025	WA Local Govt Association			700.00
				700.00	
EF149927	16/07/2025	WA Structural Consulting Engineers Pty Ltd			1,870.00
				770.00	
				1,100.00	
EF150109	23/07/2025	WA Structural Consulting Engineers Pty Ltd			7,150.00
				7,150.00	
EF149777	09/07/2025	Water Corporation			125.40
				59.85	
				65.55	
EF149854	16/07/2025	Water Corporation			11,304.93
			Water Usage - Burford Reserve (One)	88.35	
			Water Usage - Cypress Hill POS	342.00	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Water Usage - Hicks Park	148.20	
			TRADE WASTE - 2025-2026	1,002.16	
			Water Usage - Pensioner Guard Park	481.65	
			Water Usage - Gilbert Fraser Reserve	2,454.66	
			Water Usage - Point Direction Reserve	957.60	
			Water Usage-Burford Reserve (Two)Lot 428	114.00	
			Water Usage - S.E.W. Reserve	661.20	
			SERVICE CHARGE ONLY	432.38	
			Water Usage - Tyrone Reserve	1,071.60	
			Water Usage - Sorrell Park	729.60	
			Water Usage - Garden Service	1,821.15	
			Water Usage - Prawn Bay Reserve	8.55	
			Water Usage - Leighton Bch Changerooms	311.27	
			TRADE WASTE - 2025-2026	361.95	
			Water Usage - Foreshore Reserve 49288	59.99	
			TRADE WASTE - 2025-2026	258.62	
EF150074	23/07/2025	Water Corporation			16,651.28
			Water Usage - Mills & Ware Park	210.90	
			Water Usage - Douglas Park	102.60	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Water Usage - Holland Pk drinking founta	17.10	
			Water Usage - Carpark Irrigation R28227	302.10	
			Water Usage - Walyalup Civic Office	4,503.98	
			Water Usage - Road Verge	8.55	
			Water Usage - Ken Allen Reserve	273.60	
			Water Usage - Lilydale Reserve	658.35	
			Water Usage - Kindergarten	680.73	
			Grigg Park - Water Usage	5.70	
			Water Usage - Freo Oval Public Toilets	827.56	
			90 00722 13 5 160725	31.35	
			Water Service Charges-Kiosk 10 Shuffery	278.54	
			Water Usage	2,467.11	
			Water Usage - 14 Parry St	361.23	
			Water Usage - Boo Park Bike Trail	25.65	
			Water Usage - Drainage Reserve	74.10	
			Water Usage - Drinking Tap	5.50	
			Water Usage - Drinking Tap	14.25	
			Water Usage - Drinking Tap	5.50	
			Water Usage - Drinking Tap	5.50	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Water Usage - Fremantle Pk Clubrooms	443.88	
			Water Usage - Garden at Westgate Mall	31.35	
			Water Usage - Kings Square Reserve	2,887.05	
			Water Usage - Meeting Place	187.79	
			Water Usage - Road Reserve	182.40	
			Water Usage - Road Reserve	37.05	
			Water Usage - Samson Pk Public Toilet	159.40	
			Water Usage - Samson Rec Centre	642.61	
			Water Usage- Growing Change	712.91	
			Water usage Victoria Hall May & June	492.69	
			Water Usage-Roundabout at R R Elder Pl	14.25	
EF150177	30/07/2025	Water Corporation			18,039.03
			Water Usage	1,008.69	
			Water Usage	278.54	
			Water Usage - 11 Captains Lane	105.28	
			Water Usage - 9 Captains Lane	277.88	
			Water Usage - Art Centre & Museum	930.25	
			Water Usage - Arthur Head - 10 Captains	333.54	
			Water Usage - Arthur Head - Fleet St	262.20	
			Water Usage - Arthur Head Roundhouse	104.61	
			Water Usage - Arts Centre Lab	102.04	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Water Usage - Beach Street Toilet	358.59	
			Water Usage - Esplanade Park	296.40	
			Water Usage - Essex St Public toilets	1,381.32	
			Water Usage - Hilton Pk Soccer Ground	1,450.65	
			Water Usage - Pioneer Reserve	14.25	
			Water Usage - Road Reserve	62.70	
			Water Usage - Studio - 12 Mrs Trivett Pl	188.92	
			Water Usage - Sullivan Hall	364.18	
			Water Usage - Swimming Pool	3,483.90	
			Water Usage - Toilets	71.25	
			Water Usage - Toilets at Marine Tce Ftle	210.90	
			Water Usage- Ben & Jerry's	4,792.45	
			Water Usage- Burt St Reserve	1,074.98	
			Water Usage- Moore & Moore Cafe	113.80	
			Water usage Victoria Hall May & June	771.71	
EF150093	23/07/2025	Way Funky Company			12,197.93
				9,821.35	
				2,376.58	
EF150055	16/07/2025	West to West Indigenous Corporation Pty Ltd			11,556.85
			Install steel plate and D pull handl	405.69	
			Door repairs: Nth Kiosk Fremantle Oval	885.82	

Payment Register

Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
			Replace corroded slide bolts: Gate House	157.20	
			Install solid core door at Evan Davies	4,205.37	
			Repair chainmesh on storage area gate	339.36	
			Remove steel door with mesh gate	451.42	
			Works to be done by 24/6 -Victoria Hall	2,542.90	
			Repair office roller shutter - Meeting P	587.98	
			Clearout rubble covering isolation valve	91.30	
				1,889.81	
EF149883	16/07/2025	Western Irrigation			79,219.80
				79,219.80	
EF150033	16/07/2025	Western Metropolitan Regional Council			36,132.07
				36,132.07	
EF149864	16/07/2025	Woodlands Distributors & Agencies			16,327.30
				16,327.30	
EF150223	30/07/2025	Write Light Neon			5,545.87
			David Shrigley neon	5,545.87	
EF149950	16/07/2025	Yawuru Jarndu Aboriginal Corporation			83.33
			Found_June 2025 18279 Jarndu Yawuru	83.33	
EF149907	16/07/2025	Yelakitj Moort Nyungar Association Inc			350.00
				350.00	

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Payment No	Payment Date	Payee	Invoice Description	Invoice Amount	Payment Amount
EF149911	16/07/2025	Zeck Jan	Found_June 2025 13556 Zeck Jan	27.78	27.78
					6,812,115.24
Cancelled payments issued in July 2024					
EF149765	08/07/2025	Clark Agencies Loucon Holdings Pty Ltd			0.00
				0.00	
					0.00
Cancelled payments issued prior to July 2024					
EF149661	03/07/2025	Clark Agencies Loucon Holdings Pty Ltd			-12,540.00
				-12,540.00	
EF148721	02/07/2025	HMAS Perth (1) Memorial Foundation			-780.00
				-780.00	
					-13,320.00
			NET PAYMENT AMOUNT		**$6,798,795.24**

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
Centre Manager	I	O	16/07/2025	14/07/2025	9700024574	BUNNINGS GROUP LTD HAWTHORN EAS		134.99
	I	O	18/07/2025	16/07/2025	9900027276	OFFICEWORKS Bentleigh Ea		29.96
	I	O	22/07/2025	21/07/2025	0300021962	OFFICEWORKS 0604 FREMANTLE		34.00
	I	O	22/07/2025	21/07/2025	0300021967	RLSSWA MOUNT CLAREM		74.00
	I	O	2/07/2025	1/07/2025	PC031585	ROSTER ELF PTY LTD MOUNT HAWTHO		606.10
	I	O	2/07/2025	30/06/2025	PC031592	ROYAL LIFE SAVING BROADWAY		120.00
	I	O	9/07/2025	7/07/2025	PC031676	BP WESTGATE 6220 FREMANTLE		2.90
	I	O	9/07/2025	7/07/2025	PC031699	SUBWAY FREMANTLE 21234 FREMANTLE		166.35
	I	O	7/07/2025	4/07/2025	PC031707	OFFICEWORKS 0604 FREMANTLE		106.92
	I	O	10/07/2025	9/07/2025	PC031777	OFFICEWORKS Bentleigh Ea		282.93
							Total	**1,558.15**
Waste Minimisation Officer	I	O	22/07/2025	21/07/2025	0300021973	TRANSMITSMS.COM 60 CARRINGTO		203.80
	I	O	25/07/2025	23/07/2025	0600034044	PHILIPPINE EXPRES PL FREMANTLE		262.40
	I	O	2/07/2025	1/07/2025	PC031572	SP GETSIGNS PENRITH		38.10
	I	O	2/07/2025	1/07/2025	PC031579	DISCOUNT SAFETY SIGN MEADOWBROOK		62.10
	I	O	2/07/2025	1/07/2025	PC031594	ROSTER ELF PTY LTD MOUNT HAWTHO		107.80
	I	O	4/07/2025	3/07/2025	PC031658	DWER - WATER PERTH		347.60
	I	O	7/07/2025	4/07/2025	PC031681	BUNNINGS 453000 O'CONNOR		67.46
	I	O	10/07/2025	7/07/2025	PC031732	BUNNINGS 453000 O'CONNOR		4.97
	I	O	10/07/2025	7/07/2025	PC031739	BUNNINGS 453000 O'CONNOR		19.98
	I	O	10/07/2025	9/07/2025	PC031764	EVENT AND CONFERENCE CO PWENBLEY		1,299.20
	I	O	14/07/2025	10/07/2025	PC031806	BUNNINGS 453000 O'CONNOR		140.87
							Total	**2,554.28**
Operations & Production Lead	I	O	25/07/2025	24/07/2025	0600034047	COSTWAY WHOLESALE PTY. LIMELBOURNE		154.09
							Total	**154.09**
Creative Programs Lead	I	O	18/07/2025	17/07/2025	9900027277	iStock.com INTERNET		14.30
	I	O	24/07/2025	23/07/2025	0500031228	SP COMBICRAFT PTY LTD BUNDALL		429.99
	I	O	30/06/2025	27/06/2025	PC031545	SP CARD.GIFT SOUTH YARRA		- 255.45
	I	O	7/07/2025	4/07/2025	PC031674	Spotify P3844CEDF2 Sydney		23.99
							Total	**212.83**
Commercial Parking Officer	I	O	16/07/2025	15/07/2025	9700024567	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	16/07/2025	15/07/2025	9700024568	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	18/07/2025	17/07/2025	9900027274	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	21/07/2025	18/07/2025	0200046997	CITY OF FREMANTLE FREMANTLE		2.00

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
	I	O	21/07/2025	18/07/2025	0200046998	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	23/07/2025	21/07/2025	0400029542	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	23/07/2025	22/07/2025	0400029543	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	25/07/2025	24/07/2025	0600034038	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	28/07/2025	25/07/2025	0900053114	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	28/07/2025	25/07/2025	0900053115	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	28/07/2025	26/07/2025	0900053116	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	28/07/2025	26/07/2025	0900053117	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	28/07/2025	26/07/2025	0900053118	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	30/06/2025	27/06/2025	PC031536	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	30/06/2025	28/06/2025	PC031537	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	30/06/2025	25/06/2025	PC031544	BUNNINGS 453000 O'CONNOR		109.80
	I	O	3/07/2025	2/07/2025	PC031573	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	7/07/2025	5/07/2025	PC031666	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	11/07/2025	9/07/2025	PC031733	CITY OF FREMANTLE FREMANTLE		2.00
	I	O	14/07/2025	12/07/2025	PC031789	CITY OF FREMANTLE FREMANTLE		2.00
							Total	**147.80**
Governance Manager	I	O	7/07/2025	5/07/2025	PC031672	WANEWSDTI Osborne Park		32.00
							Total	**32.00**
Facility Coordinator	I	O	25/07/2025	24/07/2025	0600034046	TOTALLY WORKWEAR MYAREE MYAREE		166.50
	I	O	4/07/2025	3/07/2025	PC031660	OFFICEWORKS 0604 FREMANTLE		310.50
	I	O	7/07/2025	4/07/2025	PC031686	DAN MURPHYS ONLINE BELLA VISTA		402.30
	I	O	14/07/2025	10/07/2025	PC031798	GRONBEK SECURITY FREMANTLE		53.99
							Total	**933.29**
Finance Officer - Arts and Culture	I	O	16/07/2025	15/07/2025	9700024573	CITY OF FREMANTLE FREMANTLE		147.74
	I	O	21/07/2025	20/07/2025	0200046999	POSTMARKAPP.COM POSTMARKAPP.IL		18.72
	I	O	22/07/2025	21/07/2025	0300021970	Envoyage Brisbane		1,043.01
	I	O	24/07/2025	23/07/2025	0500031221	NEXMO LTD. LONDON		90.79
	I	O	29/07/2025	27/07/2025	1000046881	Coles Online Hawthorn Eas		101.00
	I	O	2/07/2025	1/07/2025	PC031575	MY POST BUSINESS/POST MELBOURNE		13.73
	I	O	2/07/2025	1/07/2025	PC031583	ROSTER ELF PTY LTD MOUNT HAWTHO		608.30
	I	O	3/07/2025	2/07/2025	PC031578	Spotify P3834DAE42 Sydney		13.99
	I	O	9/07/2025	6/07/2025	PC031687	Coles Online Hawthorn Eas		83.30
	I	O	7/07/2025	6/07/2025	PC031679	MY POST BUSINESS/POST MELBOURNE		13.73
	I	O	15/07/2025	14/07/2025	PC031780	MY POST BUSINESS/POST MELBOURNE		13.73

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
	I	O	15/07/2025	14/07/2025	PC031783	SP PACKQUEEN THOMASTOWN		747.32
	I	O	10/07/2025	9/07/2025	PC031779	LS FITZGERALD PHOTO I NORTH PERTH		103.00
							Total	**2,998.36**
Director City Business	I	O	17/07/2025	16/07/2025	9800026832	FACEBK *2F8GCV4U22 fb.me/ads		650.00
	I	O	18/07/2025	16/07/2025	9900027278	CREATESEND/COM SYDNEY SYDNEY		95.39
	I	O	18/07/2025	16/07/2025	9900027281	LOCAL GOVERNEMENT MANA MT HAWTHORN		560.00
	I	O	21/07/2025	21/07/2025	0200047005	FACEBK *432ZWSCU22 fb.me/ads		521.76
	I	O	23/07/2025	23/07/2025	0400029544	CAMPAIGNMONITOR 0285187100		34.50
	I	O	23/07/2025	21/07/2025	0400029546	CREATESEND/COM SYDNEY SYDNEY		90.83
	I	O	24/07/2025	23/07/2025	0500031225	Wufoo 003531592075		69.90
	I	O	25/07/2025	25/07/2025	0600034049	SPROUT SOCIAL INC 8668783231 IL		121.28
	I	O	30/06/2025	29/06/2025	PC031540	FACEBK *FWKRGUCT22 fb.me/ads		650.00
	I	O	3/07/2025	3/07/2025	PC031584	CAMPAIGNMONITOR 0285187100		439.65
	I	O	3/07/2025	2/07/2025	PC031586	Google CLOUD w3TNR4 Sydney		271.37
	I	O	9/07/2025	8/07/2025	PC031705	Better Batt Pty. Ltd. 61390246914		- 295.96
	I	O	4/07/2025	3/07/2025	PC031656	FACEBK *6GURZS8U22 fb.me/ads		650.00
	I	O	8/07/2025	8/07/2025	PC031671	FACEBK *KCKW6TYT22 fb.me/ads		650.00
	I	O	15/07/2025	14/07/2025	PC031782	FAIRFAX SUBSCRIPTIONS PYRMONT		64.99
	I	O	15/07/2025	15/07/2025	PC031784	CAMPAIGNMONITOR 0285187100		431.98
	I	O	10/07/2025	8/07/2025	PC031731	CREATESEND/COM SYDNEY SYDNEY		9.90
	I	O	11/07/2025	10/07/2025	PC031763	KMART Mulgrave		87.50
	I	O	11/07/2025	9/07/2025	PC031765	CREATESEND/COM SYDNEY SYDNEY		71.94
	I	O	11/07/2025	10/07/2025	PC031773	OFFICEWORKS Bentleigh Ea		63.95
	I	O	14/07/2025	10/07/2025	PC031790	OFFICEWORKS Bentleigh Ea		39.92
	I	O	14/07/2025	10/07/2025	PC031794	CREATESEND/COM SYDNEY SYDNEY		87.69
	I	O	14/07/2025	11/07/2025	PC031799	LOCALIS.CO NEW FARM		53.90
	I	O	14/07/2025	12/07/2025	PC031801	FACEBK *VJVPMT8U22 fb.me/ads		650.00
	I	O	14/07/2025	10/07/2025	PC031804	EZI*CULLEYS TEA ROOM Kardinya		175.00
							Total	**6,245.49**
Audience and Engagement Lead	I	O	1/07/2025	1/07/2025	PC031810	FACEBK *TVSN4RL452 fb.me/ads		1,250.00
	I	O	1/07/2025	1/07/2025	PC031814	FACEBK *F2ENLU8SJ2 DUBLIN		26.55
	I	O	1/07/2025	1/07/2025	PC031815	FACEBK *P46PBRY352 fb.me/ads		2.39
	I	O	16/07/2025	15/07/2025	9700024572	FACEBK *KCUYLVU452 fb.me/ads		1,250.00
	I	O	2/07/2025	30/06/2025	PC031590	SMP*Pizza Bella Roma Fremantle		152.48
	I	O	3/07/2025	3/07/2025	PC031582	CAMPAIGNMONITOR 0285187100		1,040.81
							Total	**3,722.23**

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
IT Manager	I	O	1/07/2025	1/07/2025	PC031809	SINE MEDIUM YR AU STEPNEY		1,306.80
	I	O	1/07/2025	1/07/2025	PC031812	SP MASTERSHOP P L HOPPERS CROSS		168.30
	I	O	21/07/2025	18/07/2025	0200047000	CCSI EFAX 1300661180		18.65
	I	O	21/07/2025	20/07/2025	0200047007	DIGITAL PACIFIC PTY LT SYDNEY		204.97
	I	O	22/07/2025	19/07/2025	0300021974	FS *TechSmith fsprg.nl		175.50
	I	O	23/07/2025	22/07/2025	0400029553	PETALS NETWORK PTY LTD SYDNEY		115.95
	I	O	28/07/2025	26/07/2025	0900053129	MSFT * E0800WYIM7 MSFT AZURE		175.24
	I	O	30/06/2025	26/06/2025	PC031542	MSFT * E0800WOET3 MSFT AZURE		181.08
	I	O	30/06/2025	28/06/2025	PC031543	DIGITAL PACIFIC PTY LT SYDNEY		129.00
	I	O	3/07/2025	1/07/2025	PC031574	AMAZON WEB SERVICES SYDNEY		29.34
	I	O	3/07/2025	2/07/2025	PC031576	DIGITAL PACIFIC PTY LT SYDNEY		26.68
	I	O	4/07/2025	3/07/2025	PC031653	WOOLWORTHS/254 ROCKINGHAMSPEARWOOD		31.50
	I	O	4/07/2025	3/07/2025	PC031667	DIGITAL PACIFIC PTY LT SYDNEY		204.97
	I	O	7/07/2025	4/07/2025	PC031691	SP STRIKE NORTHGATE		320.00
	I	O	8/07/2025	7/07/2025	PC031654	SHEPHERDS NEWSAGENCY FREMANTLE		5.00
							Total	**3,092.98**
Director Creative Arts and Community	I	O	14/07/2025	11/07/2025	PC031800	HIDDEN DISABILITIES HAMPTON		2,114.22
							Total	**2,114.22**
Team Leader Visitor Information Services	I	O	30/06/2025	28/06/2025	PC031538	Canva* 04561-19602535 Sydney		17.99
							Total	**17.99**
Manager of Arts	I	O	16/07/2025	14/07/2025	9700024571	DEPT OF RACING GAMIN EAST PERTH		1,324.00
	I	O	18/07/2025	17/07/2025	9900027272	MY POST BUSINESS/POST MELBOURNE		9.22
	I	O	18/07/2025	17/07/2025	9900027273	MY POST BUSINESS/POST MELBOURNE		9.22
	I	O	18/07/2025	16/07/2025	9900027279	DHL Express AU Brisbane		725.03
	I	O	21/07/2025	18/07/2025	0200047011	OFFICEWORKS 0604 FREMANTLE		180.00
	I	O	21/07/2025	21/07/2025	0200047016	Google ADS7620538491 Sydney		- 11.79
	I	O	9/07/2025	9/07/2025	PC031690	SP SHRIG SHOP KBENHAVN NV		4,905.79
	I	O	4/07/2025	3/07/2025	PC031652	DROPBOX*KYT7GSJ5TVWS D02FD79		48.99
	I	O	7/07/2025	3/07/2025	PC031684	EZI*CULLEYS TEA ROOM Kardinya		60.00
	I	O	14/07/2025	11/07/2025	PC031786	MY POST BUSINESS/POST MELBOURNE		9.22
							Total	**7,259.68**
Manager Strategic Communications and Stakeholder Relations	I	O	22/07/2025	19/07/2025	0300021966	FAIRFAX SUBSCRIPTIONS PYRMONT		21.49
	I	O	23/07/2025	22/07/2025	0400029545	CANVA* I04585-24447528 SURRY HILLS		94.50

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
	I	O	23/07/2025	23/07/2025	0400029550	PUBLISHPRE* PUBLISHPRE PUBLISHPRESSFL		200.38
	I	O	24/07/2025	23/07/2025	0500031227	SOCIAL MEDIA PERTH MT HAWTHORN		764.50
	I	O	28/07/2025	27/07/2025	0900053127	ASANA.COM SYDNEY		197.89
	I	O	30/06/2025	27/06/2025	PC031541	ASANA.COM SYDNEY		197.89
	I	O	7/07/2025	5/07/2025	PC031706	CAMPAIGNMONITOR 0285187100		117.72
	I	O	14/07/2025	13/07/2025	PC031802	CAMPAIGNMONITOR 0285187100		241.68
							Total	**1,836.05**
Supervisor Mechanical Services	I	O	16/07/2025	15/07/2025	9700024575	OCONNOR L/MWR&C/SAW O CONNOR		132.60
	I	O	18/07/2025	15/07/2025	9900027275	BUNNINGS 453000 O'CONNOR		41.10
	I	O	21/07/2025	17/07/2025	0200047004	TRUCK CENTRE WA PTY BIBRA LAKE		863.73
	I	O	21/07/2025	17/07/2025	0200047012	TRUCK CENTRE WA PTY BIBRA LAKE		135.86
	I	O	22/07/2025	21/07/2025	0300021963	OFFICEWORKS 0604 FREMANTLE		33.47
	I	O	22/07/2025	21/07/2025	0300021964	REPCO MYAREE		30.05
	I	O	22/07/2025	21/07/2025	0300021968	W A SAFETY WELSHPOOL		71.00
	I	O	24/07/2025	23/07/2025	0500031229	JTB SPARES BIBRA LAKE		282.60
	I	O	25/07/2025	23/07/2025	0600034050	PIRTEK FREMANTLE P OCONNOR		118.93
	I	O	28/07/2025	24/07/2025	0900053113	PIRTEK FREMANTLE P OCONNOR		7.89
	I	O	28/07/2025	25/07/2025	0900053119	Jaycar Electronics O'Connor		41.75
	I	O	29/07/2025	28/07/2025	1000046879	SHACK KERR MOTORS PL FREMANTLE		541.75
	I	O	29/07/2025	28/07/2025	1000046880	JTB SPARES BIBRA LAKE		161.25
	I	O	2/07/2025	1/07/2025	PC031577	HECS FIRE KARDINYA		93.50
	I	O	2/07/2025	1/07/2025	PC031581	BEACON EQUIPMENT CANNING VALE		968.00
	I	O	9/07/2025	8/07/2025	PC031695	REPCO MYAREE		177.34
	I	O	9/07/2025	8/07/2025	PC031701	MAJOR MOTORS BIBRA LAKE		123.45
	I	O	4/07/2025	3/07/2025	PC031655	REPCO MYAREE		25.85
	I	O	4/07/2025	3/07/2025	PC031663	REPCO MYAREE		284.90
	I	O	4/07/2025	3/07/2025	PC031664	VEALE AUTO PARTS BIBRA LAKE		211.10
	I	O	15/07/2025	14/07/2025	PC031785	REPCO MYAREE		236.56
	I	O	10/07/2025	8/07/2025	PC031771	MOUNT AUTOEQUIP SERV BROOKVALE		976.44
	I	O	11/07/2025	10/07/2025	PC031737	Pipeco WA Welshpool		21.80
	I	O	11/07/2025	9/07/2025	PC031740	POST BULL CREEK LPO BULL CREEK		19.30
	I	O	11/07/2025	9/07/2025	PC031778	TRUCK CENTRE WA PTY BIBRA LAKE		310.16
							Total	**5,910.38**
Administration Officer Planning Services	I	O	18/07/2025	17/07/2025	9900027282	EB *Achieving Energy E 801-413-7200		295.00
	I	O	3/07/2025	2/07/2025	PC031587	LGPLANNERSASSOCIATION DOUBLEVIEW		200.00
	I	O	11/07/2025	10/07/2025	PC031735	PLANNING INSTITUTE AUS BARTON		30.00

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
							Total	**525.00**
Supervisor Parks and Landscape	I	O	28/07/2025	23/07/2025	0900053120	BUNNINGS 453000 O'CONNOR		39.98
	I	O	28/07/2025	23/07/2025	0900053128	BUNNINGS 453000 O'CONNOR		177.93
	I	O	3/07/2025	1/07/2025	PC031589	CREATION LANDSCAPE SUP NORTH FREMAN		198.00
	I	O	9/07/2025	8/07/2025	PC031697	OCONNOR L/MWR&C/SAW O CONNOR		174.00
	I	O	10/07/2025	9/07/2025	PC031774	LANDSCAPE YARD OCONN O'CONNOR		434.00
	I	O	10/07/2025	9/07/2025	PC031775	LANDSCAPE YARD OCONN O'CONNOR		310.00
							Total	**1,333.91**
Installations Coordinator	I	O	24/07/2025	22/07/2025	0500031232	TICKETS*VESSEL X L BELROSE		177.70
	I	O	9/07/2025	8/07/2025	PC031703	AMAZON MARKETPLACE AU SYDNEY SOUTH		119.99
	I	O	10/07/2025	8/07/2025	PC031734	AMAZON MARKETPLACE AU SYDNEY SOUTH		49.98
							Total	**347.67**
Creative Learning Manager	I	O	17/07/2025	16/07/2025	9800026831	OFFICEWORKS 0604 FREMANTLE		50.25
	I	O	18/07/2025	17/07/2025	9900027283	KMART Mulgrave		130.00
	I	O	21/07/2025	18/07/2025	0200047001	EDUCATIONAL ART SUPP NEDLANDS		60.34
	I	O	21/07/2025	18/07/2025	0200047002	BIGW ONLINE BELLA VISTA		57.60
	I	O	21/07/2025	17/07/2025	0200047006	BUNNINGS GROUP LTD HAWTHORN EAS		357.82
	I	O	21/07/2025	18/07/2025	0200047010	OFFICEWORKS Bentleigh Ea		180.95
	I	O	21/07/2025	17/07/2025	0200047015	BUNNINGS GROUP LTD HAWTHORN EAS		- 109.60
	I	O	22/07/2025	21/07/2025	0300021961	OFFICEWORKS 0604 FREMANTLE		45.44
	I	O	22/07/2025	21/07/2025	0300021969	OFFICEWORKS 0604 FREMANTLE		65.00
	I	O	24/07/2025	23/07/2025	0500031230	KMART Mulgrave		228.50
	I	O	25/07/2025	23/07/2025	0600034045	EZI*Silk Wholesalers EMBLETON		248.70
	I	O	25/07/2025	23/07/2025	0600034051	EDUCATIONAL ART SUPP NEDLANDS		107.58
	I	O	28/07/2025	24/07/2025	0900053125	BUNNINGS 591000 MIDLAND		1,953.00
	I	O	9/07/2025	7/07/2025	PC031683	CHAMPAGNE COAST PTY FREMANTLE		86.80
	I	O	8/07/2025	7/07/2025	PC031657	TARGET 5036 FREMANTLE		38.50
	I	O	8/07/2025	7/07/2025	PC031682	LS THE POTTERS MARKET OCONNOR		104.85
	I	O	14/07/2025	10/07/2025	PC031793	OFFICEWORKS Bentleigh Ea		92.54
							Total	**3,698.27**
Chief Executive Officer	I	O	18/07/2025	17/07/2025	9900027271	SQ *ELSKE Fremantle		9.65
	I	O	18/07/2025	16/07/2025	9900027280	LOCAL GOVERNEMENT MANA MT HAWTHORN		560.00
	I	O	24/07/2025	23/07/2025	0500031224	FAIRFAX SUBSCRIPTIONS PYRMONT		69.99
	I	O	25/07/2025	23/07/2025	0600034041	ZLR*Spice Market Freman Fremantle		460.20

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
	I	O	30/06/2025	25/06/2025	PC031539	BENNYS BAR & CAFE FREMANTLE		15.00
							Total	**1,114.84**
Manager Customer Experience and Learning	I	O	1/07/2025	1/07/2025	PC031808	VEND POS SOUTH MELBOUR		1,941.00
	I	O	3/07/2025	1/07/2025	PC031580	POST FREMANTLE POST SH FREMANTLE		78.05
	I	O	9/07/2025	7/07/2025	PC031680	POST FREMANTLE POST SH FREMANTLE		11.15
							Total	**2,030.20**
Principal Solicitor & Coordinator	I	O	17/07/2025	16/07/2025	9800026828	TOP COFFEE ROASTERS FREMANTLE		5.50
	I	O	17/07/2025	16/07/2025	9800026829	TOP COFFEE ROASTERS FREMANTLE		34.50
	I	O	17/07/2025	15/07/2025	9800026830	WA COUNTRY HELATH SE PERTH		25.00
	I	O	17/07/2025	16/07/2025	9800026833	LAW SOCIETY OF WA PERTH		560.00
	I	O	24/07/2025	23/07/2025	0500031226	GALLAGHER AUSTRALIA EAST MELBOUR		1,191.11
	I	O	7/07/2025	4/07/2025	PC031696	FLPA MELBOURNE		152.93
	I	O	7/07/2025	4/07/2025	PC031698	FLPA MELBOURNE		152.93
	I	O	7/07/2025	4/07/2025	PC031700	FLPA MELBOURNE		152.93
	I	O	7/07/2025	4/07/2025	PC031702	FLPA MELBOURNE		152.93
	I	O	8/07/2025	7/07/2025	PC031673	FLPA MELBOURNE		152.93
	I	O	8/07/2025	7/07/2025	PC031675	FLPA MELBOURNE		152.93
	I	O	14/07/2025	9/07/2025	PC031788	BUNNINGS 317000 MELVILLE		5.00
							Total	**2,738.69**
Library Manager	I	O	1/07/2025	1/07/2025	PC031813	NEWS PTY LIMITED SURRY HILLS		88.00
	I	O	16/07/2025	14/07/2025	9700024569	POST FREMANTLE POST SH FREMANTLE		11.15
	I	O	16/07/2025	15/07/2025	9700024570	ZLR*Sandrino Fremantle		74.82
	I	O	17/07/2025	16/07/2025	9800026834	OFFICEWORKS Bentleigh Ea		275.00
	I	O	21/07/2025	18/07/2025	0200047003	SHEPHERDS NEWSAGENCY FREMANTLE		55.96
	I	O	21/07/2025	18/07/2025	0200047013	Dick Smith P9R46FQT Melbourne		129.00
	I	O	21/07/2025	17/07/2025	0200047014	OFFICEWORKS Bentleigh Ea		102.02
	I	O	23/07/2025	22/07/2025	0400029551	EZI*CULLEYS TEA ROOM Kardinya		178.00
	I	O	24/07/2025	22/07/2025	0500031222	NEWS PTY LIMITED SURRY HILLS		88.00
	I	O	25/07/2025	24/07/2025	0600034043	SLIMLINE WAREHOUSE BROADMEADOWS		363.69
	I	O	25/07/2025	24/07/2025	0600034048	OFFICEWORKS Bentleigh Ea		144.93
	I	O	28/07/2025	25/07/2025	0900053124	SHEPHERDS NEWSAGENCY FREMANTLE		55.96
	I	O	28/07/2025	28/07/2025	0900053126	Bambulab Hongkong		374.86
	I	O	29/07/2025	28/07/2025	1000046877	IGA FREMANTLE FREMANTLE		16.99
	I	O	29/07/2025	27/07/2025	1000046878	COSTCO WHOLESALE AUSTR CASUARINA		67.97
	I	O	7/07/2025	4/07/2025	PC031661	WORDPRESS LXTJK1T73D MELBOURNE		5.50

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
	I	O	15/07/2025	14/07/2025	PC031787	WWW.THEBOXMAN.COM.AU KEWDALE		108.82
	I	O	14/07/2025	10/07/2025	PC031796	Coles Online Hawthorn Eas		57.53
	I	O	14/07/2025	11/07/2025	PC031797	SHEPHERDS NEWSAGENCY FREMANTLE		55.96
							Total	**2,254.16**
Manager People and Culture	I	O	28/07/2025	25/07/2025	0900053121	CPP CONVENTION CENTRE PERTH		26.25
							Total	**26.25**
Director Infrastructure	I	O	25/07/2025	23/07/2025	0600034039	PHILIPPINE EXPRES PL FREMANTLE		17.20
							Total	**17.20**
Walyalup Aboriginal Cultural Centre Coordinator	I	O	22/07/2025	21/07/2025	0300021965	LS Culleys Tearooms - Fremantle		30.00
	I	O	22/07/2025	21/07/2025	0300021975	GILBERTS FRESH HILTON HILTON		117.97
	I	O	23/07/2025	21/07/2025	0400029547	EZI*CULLEYS TEA ROOM Kardinya		60.00
	I	O	24/07/2025	23/07/2025	0500031219	WOOLWORTHS/CNR HAMPTON & STH FREMANTL		34.05
	I	O	24/07/2025	22/07/2025	0500031220	IGA WILLAGEE WILLAGEE		21.99
	I	O	24/07/2025	23/07/2025	0500031223	WOOLWORTHS/CNR HAMPTON & STH FREMANTL		81.00
	I	O	9/07/2025	8/07/2025	PC031678	WOOLWORTHS/WAVERLEY ROAD COOLBELLUP		26.05
	I	O	9/07/2025	7/07/2025	PC031685	OFFICEWORKS Bentleigh Ea		83.86
	I	O	9/07/2025	8/07/2025	PC031688	WOOLWORTHS/WAVERLEY ROAD COOLBELLUP		80.00
	I	O	9/07/2025	8/07/2025	PC031693	GILBERTS FRESH HILTON HILTON		204.97
	I	O	7/07/2025	5/07/2025	PC031670	KMART 1024 KARDINYA		48.00
	I	O	7/07/2025	4/07/2025	PC031694	Cheesecake Spearwood Spearwood		179.95
	I	O	7/07/2025	4/07/2025	PC031704	JACKSONS DRAWING SUPPLIESFREMANTLE		121.00
	I	O	8/07/2025	7/07/2025	PC031659	OFFICEWORKS 0616 O'CONNOR		99.00
	I	O	8/07/2025	7/07/2025	PC031662	JACKSONS DRAWING SUPPLIESFREMANTLE		84.69
	I	O	8/07/2025	7/07/2025	PC031665	OFFICEWORKS 0616 O'CONNOR		75.00
	I	O	8/07/2025	7/07/2025	PC031668	OFFICEWORKS 0616 O'CONNOR		55.58
	I	O	8/07/2025	7/07/2025	PC031677	FREMANTLE PRESS FREMANTLE		124.95
	I	O	10/07/2025	9/07/2025	PC031757	WOOLWORTHS/CNR HAMPTON & STH FREMANTL		17.00
	I	O	14/07/2025	9/07/2025	PC031791	BUNNINGS 453000 O'CONNOR		39.03
							Total	**1,584.09**
Principal Construction and Maintenance Engineer	I	O	9/07/2025	8/07/2025	PC031692	MIDALIA STEEL P/L WELSHPOOL		520.45
							Total	**520.45**
Manager Field Services	I	O	24/07/2025	23/07/2025	0500031218	OFFICEWORKS 0604 FREMANTLE		49.96
	I	O	28/07/2025	23/07/2025	0900053123	BUNNINGS 317000 MELVILLE		12.00

Purchase Card Transactions

Statement Date between 28-Jun-2025 and 29-Jul-2025

Description	Status	Action	Statement Date	Date	Reference	Narrative	Notes	Amount
	I	O	14/07/2025	10/07/2025	PC031795	BUNNINGS 453000 O'CONNOR		61.89
	I	O	14/07/2025	10/07/2025	PC031805	THE HAPPY PET PLACE PT OCONNOR		143.40
							Total	**267.25**
Manager Community Development	I	O	1/07/2025	1/07/2025	PC031811	GILBERTS FRESH HILTON HILTON		374.94
	I	O	21/07/2025	17/07/2025	0200047008	EZI*CULLEYS TEA ROOM Kardinya		197.00
	I	O	21/07/2025	17/07/2025	0200047009	LOCAL GOVERNEMENT MANA MT HAWTHORN		190.00
	I	O	22/07/2025	21/07/2025	0300021971	COLES 7544 FREMANTLE		831.80
	I	O	22/07/2025	21/07/2025	0300021972	COLES 7544 FREMANTLE		623.85
	I	O	23/07/2025	22/07/2025	0400029549	SPORTWEST INCORPORATED PERTH		539.00
	I	O	23/07/2025	22/07/2025	0400029552	SPORTWEST FLOREAT		120.00
	I	O	25/07/2025	24/07/2025	0600034040	IGA FREMANTLE FREMANTLE		54.44
	I	O	25/07/2025	23/07/2025	0600034042	TICKETS*VOLUNTEERI BELROSE		368.58
	I	O	28/07/2025	25/07/2025	0900053122	CREATESEND/COM SYDNEY SYDNEY		19.40
	I	O	2/07/2025	1/07/2025	PC031588	WWW.LIONCO.COM SYDNEY		206.27
	I	O	3/07/2025	2/07/2025	PC031571	IGA FREMANTLE FREMANTLE		8.98
	I	O	3/07/2025	1/07/2025	PC031591	EZI*CULLEYS TEA ROOM Kardinya		197.00
	I	O	3/07/2025	2/07/2025	PC031595	IGA FREMANTLE FREMANTLE		137.83
	I	O	4/07/2025	3/07/2025	PC031669	Dominos Estore East Fremadominos.com.		107.00
	I	O	7/07/2025	3/07/2025	PC031689	JB HI FI MYAREE HOME BOORAGOON		350.00
	I	O	10/07/2025	9/07/2025	PC031736	IGA FREMANTLE FREMANTLE		32.49
	I	O	10/07/2025	9/07/2025	PC031738	IGA FREMANTLE FREMANTLE		29.98
	I	O	11/07/2025	9/07/2025	PC031781	TICKETS*HOMELESSNE BELROSE		156.06
	I	O	14/07/2025	11/07/2025	PC031792	IGA FREMANTLE FREMANTLE		29.94
	I	O	14/07/2025	12/07/2025	PC031803	FC* FREEPIK PREMIUM YE MALAGA		237.30
							Total	**4,811.86**
Supervisor Parks and Landscape	I	O	23/07/2025	21/07/2025	0400029548	BUNNINGS GROUP LTD HAWTHORN EAS		807.69
	I	O	24/07/2025	22/07/2025	0500031231	AUTONOVUS AUSTRALIA PT THOMASTOWN		211.72
	I	O	3/07/2025	2/07/2025	PC031593	SQ *KAPARA CAFE Perth		182.58
	I	O	11/07/2025	10/07/2025	PC031776	OFFICEWORKS 0604 FREMANTLE		59.00
	I	O	14/07/2025	10/07/2025	PC031807	BUNNINGS 317000 MELVILLE		132.48
							Total	**1,393.47**
						Grand Total		**61,453.13**

SCHEDULE OF ACCOUNTS SUBMITTED TO ORDINARY COUNCIL MEETING

JULY 2025

MUNICIPAL FUND

Cheque/EFT Payment Identifier	In Favour of	Comments-Details	Amount
EF149749 - EF150251	Various Creditors	As Per Payment Report (EFT & Cheque) For July 2026 (viewed electronically)	$ 6,782,697.18
DD004100 - DD004109	Various Creditors		$ 8,791.36
Chq 217937 - 217942	Various Creditors		$ 33,166.70
	Various Creditors	Cancelled Cheques	$ -
	Various Creditors	Cancelled EFTs	-$ 25,860.00
		Total EFT/Cheque Payments	**$ 6,798,795.24**

Purchase Card Identifier	In Favour of	Comments-Details	Amount
Purchase Card Transactions 28-June-2025 to 29-Jul-2025	Various Creditors	As Per Payment Report (Purchase Cards) For July 2026 (viewed electronically)	$ 61,453.13
		Total Purchase Card Payments	**$ 61,453.13**

Salary/Wages Payment Identifier	Date	Comments-Details	Amount
I 02/07/2025	2/07/2025	Salaries Payment	$ 993,539.12
O 09/07/2025	11/07/2025	Wages Payment	$ 178,720.56
I 16/07/2025	16/07/2025	Salaries Payment	$ 1,000,934.99
O 23/07/2025	24/07/2025	Wages Payment	$ 177,995.29
I 30/07/2025	30/07/2025	Salaries Payment	$ 989,602.93
	3/07/2025	COF Superannuation Payment	$ 196,989.67
	11/07/2025	COF Superannuation Payment	$ 40,415.77
	14/07/2025	COF Superannuation Payment	$ 4,312.00
	17/07/2025	COF Superannuation Payment	$ 199,167.64
	21/07/2025	COF Superannuation Payment	$ 5,336.57
	25/07/2025	COF Superannuation Payment	$ 45,310.20
		Total Salaries/Wages Payment	**$ 3,832,324.74**

Total Payments from Municipal Fund Account	**$**	**10,692,573.11**

GRAND TOTAL PAYMENTS	**$**	**10,692,573.11**

CITY OF
Fremantle
Monthly Financial Report
July 2025
fremantle.wa.gov.au

CITY OF FREMANTLE

MONTHLY FINANCIAL REPORT

(Containing the Statement of Financial Activity)

For the Period Ended 31 July 2025

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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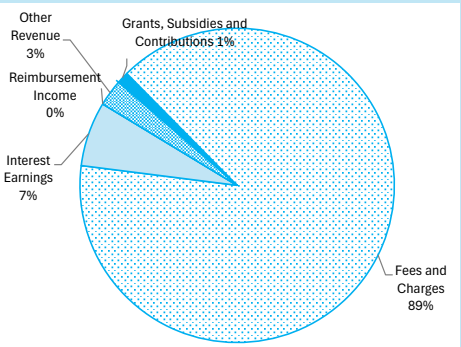
MONTHLY FINANCIAL REPORT

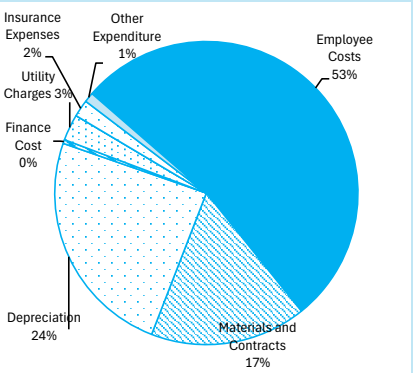
FOR THE PERIOD ENDED 31 JULY 2025

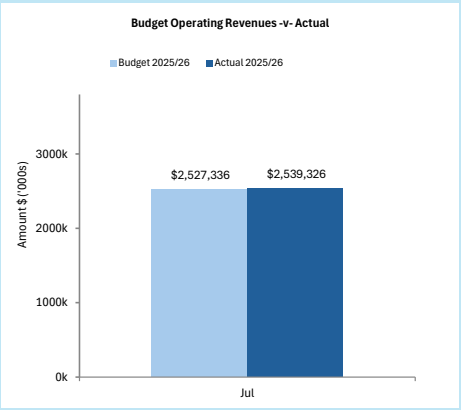
MONTHLY SUMMARY GRAPHS

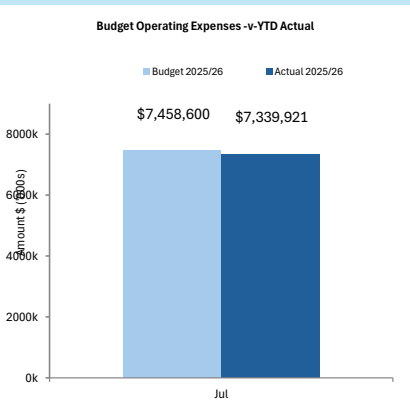
OPERATING REVENUE



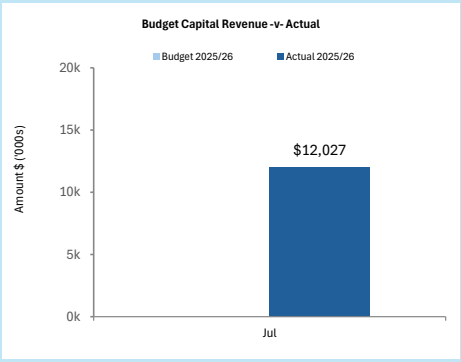
OPERATING EXPENSES



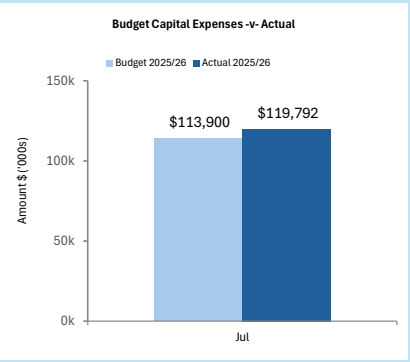




CAPITAL REVENUE



CAPITAL EXPENSES



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

STATEMENT OF COMPREHENSIVE INCOME
BY NATURE

	2025/26 Amended Budget	2025/26 YTD Amended Budget (a)	2025/26 YTD Actual (b)	Variance Amount (b) - (a)	Variance % (b)-(a)/(a)	Var.
	$	$	$	$	%	
Revenue						
Rates (including Annual Levy)	67,538,194	-	-	-		
Service Charges	1,808,804	-	-	-		
Grants, Subsidies & Contributions	8,791,568	25,000	31,045	6,045	24.18%	
Fees and Charges	26,448,888	2,239,047	2,270,194	31,147	1.39%	
Interest Earnings	2,410,000	170,160	168,990	(1,170)	(0.69%)	
Other Revenue	2,169,602	93,129	69,097	(24,032)	(25.80%)	
	109,167,056	2,527,336	2,539,326	11,990	0.47%	
Expenses						
Employee Costs	(51,412,087)	(4,254,728)	(3,887,935)	366,794	8.62%	
Employee costs - Agency Labour				-		
Materials and Contracts	(40,773,662)	(922,384)	(1,226,786)	(304,402)	(33.00%)	
Depreciation on Non Current Assets	(21,932,500)	(1,827,709)	(1,798,470)	29,239	1.60%	
Finance Cost	(387,016)	(32,253)	(30,265)	1,988	6.16%	
Utility Charges (gas, electricity, water)	(2,461,244)	(205,106)	(206,365)	(1,259)	(0.61%)	
Insurance Expenses	(1,244,257)	(103,691)	(113,878)	(10,187)	(9.82%)	
Other Expenditure	(1,332,640)	(112,729)	(76,223)	36,506	32.38%	
	(119,543,406)	(7,458,600)	(7,339,921)	118,680	1.59%	
Operating Surplus / (Deficit)	**(10,376,350)**	**(4,931,264)**	**(4,800,594)**	**130,670**	**(2.65%)**	
Non-Operating Grants, Subsidies & Contributions	9,650,034	-	-	-		
Profit on Asset Disposals	64,377	-	-	-		
Loss on Asset Disposals	(281,125)	-	-	-		
	9,433,286	**-**	**-**	**-**		
Net Result	**(943,064)**	**(4,931,264)**	**(4,800,594)**	**130,670**	**(2.65%)**	
Other Comprehensive Income	-	-	-	-	-	
Total Comprehensive Income	**(943,064)**	**(4,931,264)**	**(4,800,594)**	**130,670**	**(2.65%)**	

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 31 JULY 2025

STATEMENT OF FINANCIAL POSITION

	31 July 2025 (a)	30 Jun 2025 (b)	Movement (c) = (a) - (b)
	$	$	$
Current Assets			
Cash and Cash Equivalents	4,483,597	6,841,071	(2,357,474)
Other Financial Assets	32,076,350	37,109,866	(5,033,516)
Trade and Other Receivables	4,568,591	4,188,709	379,882
Inventories	181,638	181,638	-
	41,310,176	48,321,283	(7,011,107)
Non-Current Assets			
Other Receivables	1,110,014	1,121,716	(11,702)
Investments	2,592,426	2,592,426	-
Capital Work in Progress	9,430,758	9,310,966	119,792
Property, Plant and Equipment	328,526,718	329,139,135	(612,417)
Right of Use Assets	528,161	557,706	(29,545)
Investment Property	31,709,400	31,709,400	-
Infrastructure	316,094,170	317,262,704	(1,168,534)
	689,991,647	691,694,054	(1,702,406)
Total Assets	**731,301,823**	**740,015,337**	**(8,713,514)**
Current Liabilities			
Trade and Other Payables	(3,249,283)	(7,066,073)	3,816,790
Contract Liabilities	(432,931)	(367,679)	(65,252)
Capital grant/contributions liabilities	(812,420)	(812,420)	-
Short Term Borrowings	(227,795)	(353,847)	126,052
Provisions	(6,521,682)	(6,521,682)	-
	(11,244,111)	(15,121,701)	3,877,590
Non-Current Liabilities			
Long Term Borrowings	(16,541,472)	(16,541,472)	-
Lease Liability	(542,695)	(578,024)	35,329
Capital grant/contributions liabilities	(3,924,421)	(3,924,421)	-
Provisions	(1,742,930)	(1,742,930)	-
	(22,751,518)	(22,786,847)	35,329
Total Liabilities	**(33,995,629)**	**(37,908,549)**	**3,912,919**
Net Assets	**697,306,194**	**702,106,788**	**(4,800,595)**
Equity			
Retained Surplus	(159,445,804)	(165,828,868)	6,383,064
Reserves - Cash/Investment Backed	(20,291,534)	(20,291,534)	-
Reserves - Asset Revaluation	(522,369,450)	(522,369,450)	-
Net Result (YTD Current Year)	4,800,594	6,383,064	(1,582,470)
Total Equity	**(697,306,194)**	**(702,106,788)**	**4,800,594**

Note: *The financial position reported as at 30 June 2025 is an estimated position and subject to change with end of year adjustments.*

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

STATEMENT OF FINANCIAL ACTIVITY
BY NATURE

	2025/26 Original Budget	2025/26 YTD Adopted Budget (a)	2025/26 YTD Actual (b)	Variance Amount (b) - (a)	Variance % (b)-(a)/(a)	Var.
	$	$	$	$	%	
Revenue from operating activities						
General Rates	67,538,194	-	-	-		
Service Charges (Underground Power)	1,808,804	-	-	-		
Grants, Subsidies and Contributions	8,791,568	25,000	31,045	6,045	24.18%	
Fees and Charges	26,448,888	2,239,047	2,270,194	31,147	1.39%	
Interest Earnings	2,410,000	170,160	168,990	(1,170)	(0.69%)	
Profit on Sale of Assets	64,377	-	-	-		
Other Revenue	2,169,602	93,129	69,097	(24,032)	(25.80%)	
	109,231,433	2,527,336	2,539,326	11,990	0.47%	
Expenditure from operating activities						
Employee Costs	(51,412,087)	(4,254,728)	(3,887,935)	366,794	8.62%	
Materials and Contracts	(40,773,662)	(922,384)	(1,226,786)	(304,402)	(33.00%)	▼
Depreciation on Non Current Assets	(21,932,500)	(1,827,709)	(1,798,470)	29,239	1.60%	
Finance Cost	(387,016)	(32,253)	(30,265)	1,988	6.16%	
Utility Charges (gas, electricity, water)	(2,461,244)	(205,106)	(206,365)	(1,259)	(0.61%)	
Loss on Sale of Assets	(281,125)	-	-	-		
Insurance Expenses	(1,244,257)	(103,691)	(113,878)	(10,187)	(9.82%)	
Other Expenditure	(1,332,640)	(112,729)	(76,223)	36,506	32.38%	
	(119,824,531)	(7,458,600)	(7,339,921)	118,680	1.59%	
Operating activities excluded from budget						
(Profit)/Loss on Asset Disposals	216,748	-	-	-		
Depreciation on Assets	21,932,500	1,827,709	1,798,470	(29,239)	(1.60%)	
Non Current Rates Debtors Movement	75,000	-	11,702	11,702		
Amount attributable to operating activities	**11,631,150**	**(3,103,555)**	**(2,990,422)**	**113,133**	**(3.65%)**	
Investing Activities						
Capital Revenue						
Capital Grants and Subsidies/ Contributions for the development of Assets	9,650,034	-	-	-	-	
Proceeds from Disposal of Assets	200,000	-	12,027	12,027	-	
	9,850,034	-	12,027	12,027	-	
Capital Expense						
Payment for Investment Properties	(1,590,324)	-	-	-	-	
Payment for Property, plant and equipment	(9,345,193)	-	(2,727)	(2,727)	-	
Payment for Construction of infrastructure	(18,240,900)	(113,900)	(117,065)	(3,165)	(2.78%)	
	(29,176,417)	(113,900)	(119,792)	(5,892)	(5.17%)	
Investing activities excluded from budget						
Amount attributable to investing activities	**(19,326,383)**	**(113,900)**	**(107,766)**	**6,134**	**5.39%**	
Financing Activities						
Repayment of Debentures	(1,337,806)	(126,048)	(126,052)	(4)	(0.00%)	
Repayment of Operating Lease	(713,159)	(35,362)	(35,329)	33	(0.09%)	
	(2,050,965)	(161,410)	(161,382)	28	0.02%	
Reserve Transfers						
Transfer to Reserves (Restricted) - Operating	(1,898,116)	-	-	-		
Transfer from Reserves (Restricted) - Capital	5,829,251	-	-	-		
Transfer from Reserves (Restricted) - Operating	65,000	-	-	-		
Transfer to/from reserves	3,996,135	-	-	-		
Amount attributable to financing activities	**1,945,170**	**(161,410)**	**(161,382)**	**28**	**0.02%**	
Surplus or Deficit at the start of the financial year	5,830,053	5,830,053	9,337,473	3,507,420	60.16%	▲
Amount attributable to operating activities	11,631,150	(3,103,555)	(2,990,422.37)	113,133	(3.65%)	
Amount attributable to investing activities	(19,326,383)	(113,900)	(107,765.61)	6,134	(5.39%)	
Amount attributable to financing activities	1,945,170	(161,410)	(161,381.50)	28	(0.02%)	
Closing Funding Surplus/(Deficit)	**79,990**	**2,451,188**	**6,077,904**	**3,626,716**	**147.96%**	▲

KEY INFORMATION
▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

STATEMENT OF FINANCIAL ACTIVITY
BY DIRECTORATE

	2025/26 Original Budget	2025/26 YTD Adopted Budget (a)	2025/26 YTD Actual (b)	Variance Amount (b) - (a)	Variance % (b)-(a)/(a)	Var.
	$	$	$	$	%	
Revenue from operating activities						
Office of the Chief Executive	-	-	30	30		
City Business Directorate	86,320,065	1,600,667	1,625,379	24,712	1.54%	
Community Development Directorate	13,604,196	412,855	418,439	5,584	1.35%	
Strategic Planning and Projects Directorate	4,784,355	426,860	423,906	(2,954)	(0.69%)	
Infrastructure and Projects Directorate	4,458,440	86,954	71,573	(15,381)	(17.69%)	
	109,167,056	2,527,336	2,539,326	11,990	0.47%	
Expenditure from operating activities						
Office of the Mayor and Councillors	(755,855)	(62,022)	(55,910)	6,112	9.85%	
Office of the Chief Executive	(6,269,246)	(437,940)	(465,014)	(27,074)	(6.18%)	
City Business Directorate	(39,179,226)	(2,953,259)	(3,378,933)	(425,674)	(14.41%)	▼
Community Development Directorate	(26,154,935)	(1,646,309)	(1,471,953)	174,356	10.59%	▲
Strategic Planning and Projects Directorate	(9,550,093)	(636,252)	(581,303)	54,949	8.64%	
Infrastructure and Projects Directorate	(37,634,051)	(1,722,819)	(1,386,808)	336,011	19.50%	▲
	(119,543,406)	(7,458,600)	(7,339,921)	118,680	1.59%	
Operating activities excluded from budget						
Profit/(Loss) on Asset Disposals	21,932,500	1,827,709	1,798,470	(29,239)	1.60%	
Non Current Rates Debtors Movement	75,000	-	11,702	11,702		
Amount attributable to operating activities	**11,631,150**	**(3,103,555)**	**(2,990,422)**	**113,133**	**3.65%**	
Investing Activities						
Capital Revenue						
Capital Grants and Subsidies/ Contributions for the development of Assets	9,650,034	-	-	-	-	
Proceeds from Disposal of Assets	200,000	-	12,027	12,027	-	
	9,850,034	-	12,027	12,027	-	
Capital Expense						
Payment for Investment Properties	(1,590,324)	-	-	-		
Payment for Property, plant and equipment	(9,345,193)	-	(2,727)	(2,727)		
Payment for Construction of infrastructure	(18,240,900)	(113,900)	(117,065)	(3,165)		
	(29,176,417)	(113,900)	(119,792)	(5,892)	(5.17%)	
Amount attributable to investing activities	**(19,326,383)**	**(113,900)**	**(107,766)**	**6,134**	**5.39%**	
Financing Activities						
Repayment of Debentures	(1,337,806)	(126,048)	(126,052)	(4)	0.00%	
Repayment of Operating Lease	(713,159)	(35,362)	(35,329)	33	(0.09%)	
	(2,050,965)	(161,410)	(161,382)	28	0.02%	
Reserve Transfers						
Transfer to Reserves (Restricted) - Operating	(1,898,116)	-	-	-		
Transfer from Reserves (Restricted) - Capital	5,829,251	-	-	-		
Transfer from Reserves (Restricted) - Operating	65,000	-	-	-		
	3,996,135	-	-	-		
Amount attributable to financing activities	**1,945,170**	**(161,410)**	**(161,382)**	**28**	**0.02%**	
Surplus or Deficit at the start of the financial year	5,830,053	5,830,053	9,337,473	3,507,420	60.16%	▲
Amount attributable to operating activities	11,631,150	(3,103,555)	(2,990,422)	113,133	(3.65%)	
Amount attributable to investing activities	(19,326,383)	(113,900)	(107,766)	6,134	(5.39%)	
Amount attributable to financing activities	1,945,170	(161,410)	(161,382)	28	(0.02%)	
Closing Funding Surplus/(Deficit)	**79,990**	**2,451,188**	**6,077,904**	**3,626,716**	**147.96%**	▲

KEY INFORMATION
▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 2 for an explanation of the reasons for the variance.
This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

MONTHLY FINANCIAL REPORT

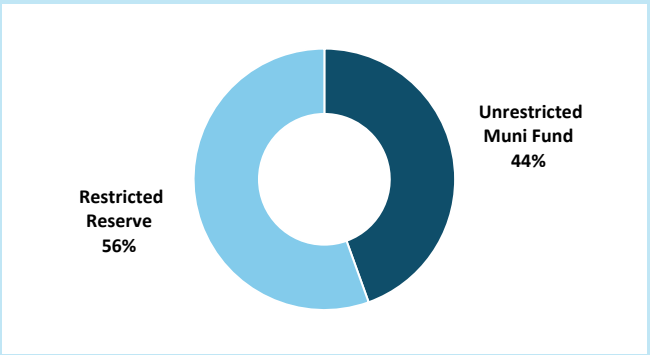
FOR THE PERIOD ENDED 31 JULY 2025

CASH AND INVESTMENTS
NOTE 1

Cash and Investments	Unrestricted Muni Fund	Restricted Reserve	YTD Actual without Trust	Trust Fund	YTD Actual
	$	$	$	$	$
Cash on Hand					
Petty Cash and Floats	34,745	-	34,745	-	34,745
	34,745	**-**	**34,745**	**-**	**34,745**
At Call Deposits					
Municipal Fund	204,722	-	204,722	-	204,722
Receipts in Progress	9,618	-	9,618	-	9,618
	214,340	**-**	**214,340**	**-**	**214,340**
Investments					
Cash Investments *(≤ 3 months)*					
Professional Funds Account	4,234,511	-	4,234,511	-	4,234,511
Trust Fund	-	-	-	775,138	775,138
	4,234,511	-	4,234,511	775,138	5,009,650
Term Deposits *(> 3 months)*					
Municipal Investment	11,784,816	-	11,784,816	-	11,784,816
Reserve Fund Investment	-	20,291,534	20,291,534	-	20,291,534
	11,784,816	20,291,534	32,076,350	-	32,076,350
Investments Total	**16,019,327**	**20,291,534**	**36,310,862**	**775,138**	**37,086,000**
Total	**16,268,413**	**20,291,534**	**36,559,947**	**775,138**	**37,335,085**

SIGNIFICANT ACCOUNTING POLICIES

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.



Total Cash
$36.56 M

Unrestricted
$16.27 M

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 31 JULY 2025

ADJUSTED NET CURRENT ASSETS
NOTE 2

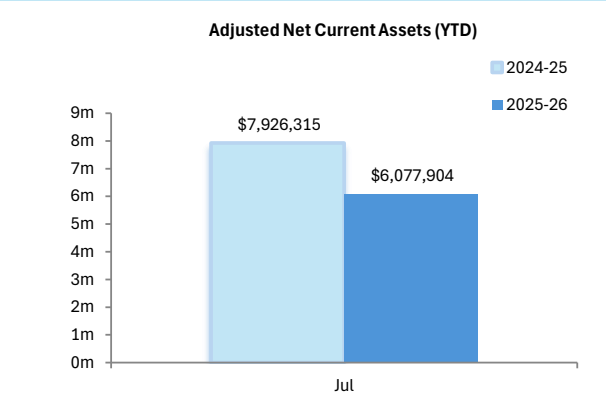
	Ref Note	31 July 2025 (a)	30 Jun 2025 (b)	Movement (c) = (a) - (b)
		$	$	$
Current Assets				
Cash Unrestricted		16,268,413	23,659,402	(7,390,989)
Cash Restricted		20,291,534	20,291,534	-
Rates Outstanding		665,307	907,980	(242,673)
Sundry debtors		2,042,971	1,357,217	685,754
GST Receivable		537,561	689,193	(151,632)
Accrued income		1,322,753	1,234,319	88,434
Inventories		181,638	181,638	-
		41,310,176	48,321,283	(7,011,107)
Less: Current Liabilities				
Trade and Other Payables		(3,249,283)	(7,066,073)	3,816,790
Contract Liabilities		(432,931)	(367,679)	(65,252)
Capital grant/contributions liabilities		(812,420)	(812,420)	-
Short Term Borrowings		(227,795)	(353,847)	126,052
Provisions		(6,521,682)	(6,521,682)	-
		(11,244,111)	(15,121,702)	3,877,591
Unadjusted Net Current Assets		**30,066,065**	**33,199,581**	**(3,133,516)**
Adjustments and exclusions permitted by FM Reg 32				
Add: Loan Repayments (Current)		(146,140)	(20,088)	(126,052)
Added: Current portion of loan - associated funded		373,935	373,935	-
Less: Cash - Reserves - Restricted		(20,291,534)	(20,291,534)	-
Less: Capital grant/contributions liabilities		(3,924,421)	(3,924,421)	-
Adjusted Net Current Assets		**6,077,904**	**9,337,473**	**(3,259,568)**

SIGNIFICANT ACCOUNTING POLICIES

Please see Information attachment on significant accounting polices relating to Net Current Assets.

KEY INFORMATION

The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.



Last Year YTD Surplus(Deficit)

$7.93 M

This Year YTD Surplus(Deficit)

$6.08 M

Note: The financial position reported as at 30 June 2025 is an estimated position and subject to change with end of year adjustments.

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

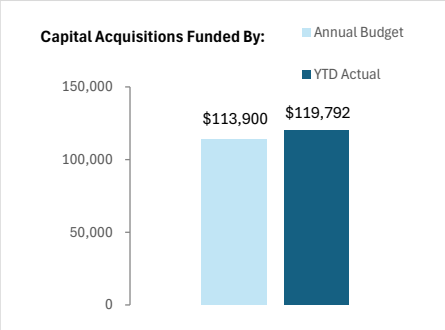
CAPITAL ACQUISITIONS SUMMARY
NOTE 3(a)

Capital Acquisitions	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Budget Variance
	$	$	$	$
Investment Land	1,150,000	-	-	-
Investment Buildings	440,324	-	-	-
Land	-	-	-	-
Buildings	6,943,982	-	2,727	(2,727)
Infrastructure - Roads	5,300,893	8,850	8,820	30
Infrastructure - Drainage	1,263,162	3,500	4,020	(520)
Infrastructure - Paths	770,000	-	-	-
Infrastructure - Parks	6,986,485	101,200	102,809	(1,609)
Infrastructure - Other	3,920,360	350	1,416	(1,066)
Furniture and Fittings	122,211	-	-	-
Plant and Equipment	2,279,000	-	-	-
Capital Expenditure Totals	**29,176,417**	**113,900**	**119,792**	**(5,892)**
Capital Acquisitions Funded By:				
Capital grants and contributions	9,650,034	-	-	-
Contribution - operations	13,697,132	113,900	119,792	5,892
	23,347,166	113,900	119,792	(5,892)
Cash Backed Reserves				
Hilton Park Sports Reserve	830,000	-	-	-
Investment Fund Reserve	707,638	-	-	-
Parking Dividend Equalisation Reserve	1,509,000	-	-	-
Sustainability Investment Reserve	22,310	-	-	-
Public Open Spaces Reserves	10,000	-	-	-
South Beach Reserve	500,000	-	-	-
Projects Unexpended Municipal Reserve	1,942,000	-	-	
Fremantle Oval Reserve	308,303	-	-	
	5,829,251	-	-	-
Capital Funding Total	**29,176,417**	**113,900**	**119,792**	**5,892**

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION



Acquisitions	Annual Budget	YTD Actual	% Spent
	$29.18 M	$.12 M	0%

Capital Grant	Annual Budget	YTD Actual	% Recognised
	$9.65 M	-	0%

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 31 JULY 2025

CAPITAL ACQUISITIONS - PROJECTS
NOTE 3(b)

Capital Expenditure - Level of Completion Indicators

- 0%
- 40%
- 60%
- 80%
- 100%
- Over 100%

% of Completion		Activity Number	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Variance Under/(Over)	Over Budget
			$	$	$	$	$
	City Business Directorate						
	IT Operations Team						
0%	P-10498 Install-Network infrastructure	300007	12,368	-	-	-	-
0%	P-11077 Walyalup Civic Centre Network Infrastructure	300073	34,638	-	-	-	-
	Economy and Commercial						
0%	P-11829 Commercial Tenancies - Walyalup Civic Centre	300112	23,000	-	-	-	-
	Commercial Parking						
0%	P-12041 Program - Ticket machines	300259	1,509,000	-	-	-	-
	Commercial Property Team						
0%	P-12159 Tenancy Fitout	300353	105,000	-	-	-	-
	Creative Arts & Community Directoate						
	Public Art Team						
0%	P-11878 Walyalup Koort Public Realm - Public Artwork	300162	700,000	-	-	-	-
	Infrastructure Directorate						
	Building Maintenance						
0%	P-12241 Program - Furniture and Equipment	300420	75,205	-	-	-	-
0%	Program - Asbestos Removal	300443	50,000	-	-	-	-
0%	Program - Building Sustainability Initiatives	300448	30,000	-	-	-	-
	Building Projects						
0%	P-11944 38-40 Henry St - Façade Upgrades	300167	1,150,000	-	-	-	-
0%	P-12197 Hilton Park - Demolition of Ken Allen Clubhouse	300216	55,539	-	-	-	-
0%	P-12222 Buildings - WCC - Levels 1,2&3 Tenancy construction	300299	650,000	-	-	-	-
0%	Hilton Park - Brad Hardie Changerooms upgrade	300341	500,000	-	-	-	-
0%	P-12171 Old Fire Station - Electrical and Fire Works	300373	410,324	-	-	-	-
0%	P-12217 Fremantle Town Hall - Performance Infrastructure Upg	300394	942,000	-	-	-	-
0%	P-12223 Walyalup Civic Centre - Drainage	300401	450,000	-	-	-	-
0%	P-12221 Market St / Collie St - New Public Toilet	300403	1,100,000	-	-	-	-
0%	P-12262 Walyalup Koort Public Realm	300406	250,000	-	-	-	-
0%	P-12240 Program - Buildings	300421	680,000	-	-	-	-
0%	P-12239 Fremantle Leisure Centre - Pool structural & mechani	300422	600,000	-	-	-	-
0%	Buildings - Fremantle Oval Redevelopment	300426	308,303	-	-	-	-
8%	P-12186 Operations Centre Development	300427	60,830	-	4,800	(4,800)	-
0%	P-12375 Community facility - Forward Works	300439	35,000	-	-	-	-
0%	Fremantle Leisure Centre - Gym Extension	300450	200,000	-	-	-	-
	Traffic and Transport Team						
0%	P-12220 Road safety - Parry / Queen Vic	300404	25,000	-	-	-	-
0%	Johannah St / Fremantle Sailing Club - Drainage Works	300435	588,162	-	-	-	-
	Construction and Maintenance Teams						
0%	P-11664 Road safety - Hampton Rd - Signalised crossing	300067	700,000	-	-	-	-
0%	P-12134 Program - Access and Inclusion Infrastructure	300285	76,440	-	-	-	-
0%	P-12190 Program - Footpaths	300362	700,000	-	-	-	-
1%	P-12214 Place - South Beach - Additional Parking	300397	249,153	350	1,416	(1,066)	-
0%	P-12213 Road safety - Low-cost urban road safety upgrades	300398	302,500	-	-	-	-
0%	P-12219 Road safety - Stevens / Nannine St	300405	298,124	-	-	-	-
0%	P-12238 Program - Traffic Calming Devices	300412	47,000	-	-	-	-
0%	P-12237 Program - Street Lighting	300413	200,000	-	-	-	-
0%	P-12234 Program - MRRG Works	300416	1,807,231	-	-	-	-
1%	P-12233 Program - R2R Works	300417	845,104	8,850	8,820	30	-
0%	P-12232 Program - Bus Stops	300418	50,000	-	-	-	-
2%	P-12231 Program - Drainage	300419	205,000	3,500	4,020	(520)	-
0%	Program - Black Spot - Stevens & Amherst St Roundabout Const	300430	380,934	-	-	-	-
0%	Douro Road Traffic Calming and Design Program (Construct)	300431	400,000	-	-	-	-
0%	Forsyth Rd Widening	300432	50,000	-	-	-	-
0%	Road safety - Hampton Rd / South St	300436	40,000	-	-	-	-
0%	Program - Car Parks	300442	150,000	-	-	-	-
0%	Program - Bike Plan	300444	130,000	-	-	-	-
0%	Program - Line Marking	300446	25,000	-	-	-	-
0%	Program - Urban Realm Streetscape Upgrades	300449	100,000	-	-	-	-
0%	Milbourne St - New Path Connection	300451	70,000	-	-	-	-

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 31 JULY 2025

CAPITAL ACQUISITIONS - PROJECTS
NOTE 3(b)

Capital Expenditure - Level of Completion Indicators

- 0%
- 40%
- 60%
- 80%
- 100%
- Over 100%

% of Completion		Activity Number	Amended Annual Budget	Amended YTD Budget	YTD Actual	YTD Variance Under/(Over)	Over Budget
	Parks and Landscapes Team						
0%	P-12216 Bathers Beach - Safe Swimming Area	300395	224,767	-	-	-	-
	Mechanical Services Team						
0%	P-12189 Program - Plant, Equipment & Vehicles	300361	770,000	-	-	-	-
	Facilities and Environmental Management						
0%	P-11873 Program - Solar panels	300152	22,310	-	-	-	-
0%	P-12218 Town Hall - Design for essential works	300393	212,000	-	-	-	-
0%	P-12090 Fitout - WCC tenancy - Level 1,2&3 AC infrastructure	300402	100,000	-	-	-	-
0%	P-12242 CBD Toilet provision Beach Street	300423	100,000	-	-	-	-
	Place and Projects Team						
0%	P-10077 Program-Parks-Infrastructure	300147	50,000	-	-	-	-
0%	P-10412 Booyeembara Park Master Plan - Golf Course	300197	3,210,000	-	-	-	-
0%	P-11992 South Beach Changerooms - Design and Construct	300218	500,000	-	(2,073)	2,073	-
0%	P-12078 Nannine Commons - Design and Construct	300308	27,605	-	-	-	-
0%	P-12112 Stevens Reserve - Master Plan Projects	300320	500,000	-	-	-	-
0%	P-11989 Hilton Park Precinct - Design and Construct	300344	200,000	-	-	-	-
69%	P-12211 Samson Park -Construct Sellenger Ave parking	300392	150,000	101,200	102,809	(1,609)	-
0%	P-12225 Ken Allen Reserve Sports Lighting Upgrade	300399	420,000	-	-	-	-
0%	P-12227 Program - Irrigation	300410	1,794,880	-	-	-	-
0%	P-12226 Program - Playgrounds	300411	780,000	-	-	-	-
0%	P-12263 Program - Park Infrastructure	300424	50,000	-	-	-	-
0%	P-12373 Hilton Park Master Plan - Northern Projects	300434	1,750,000	-	-	-	-
0%	Samson park - Seasonal wetland, boardwalks and drainage cons	300437	800,000	-	-	-	-
0%	Samson Park - Community Engagement and Concept Design	300438	50,000	-	-	-	-
0%	Program - Greening Sumps	300445	20,000	-	-	-	-
0%	Program - Sports Infrastructure	300447	74,000	-	-	-	-
			29,176,417	**113,900**	**119,792**	**(5,892)**	**-**

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025
Works in Progress 2024/25 (LTD) & 2025/26

CAPITAL ACQUISITIONS - WORK IN PROGRESS
NOTE 3(c)

Account No.	Project	Financial Year 2024/25 (LTD)	2025/26 (YTD)	Total
Buildings				
300032	P-10964 Restoration-Town Hall internal	1,900	-	1,900
300112	P-11829 Design and construct-Kings Square Commercial tenancy	88,003	-	88,003
300121	P-11843 Design and construct- Markets Building Services	98,183	-	98,183
300152	P-11873 Program - Solar panels	9,200	-	9,200
300206	P-10297 Construct-Walyalup Civic Centre & Library (KS)- Extr	210,335	-	210,335
300218	P-11992 Design & construct–South Beach–Changerooms	3,917,520	(2,073)	3,915,447
300299	P-12222 Buildings - WCC - Levels 1,2&3 Tenancy construction	257,910	-	257,910
300320	P-12112 Stevens Reserve - Master Plan Projects	34,090	-	34,090
300341	Hilton Park - Brad Hardie Changerooms upgrade	15,200	-	15,200
300344	P-11989 - Design and construct - Hilton Park Precinct	197,261	-	197,261
300353	P-12159 Tenancy Fitout	53,412	-	53,412
300389	P-12208Town Hall - Balcony	679,409	-	679,409
300402	P-12090 Fitout - WCC tenancy - Level 1,2&3 AC infrastructure	16,600	-	16,600
300403	P-12221 Market St / Collie St - New Public Toilet	104,198	-	104,198
300421	P-12240 Program - Buildings	236,503	-	236,503
300422	P-12239 Fremantle Leisure Centre - Pool structural & mechani	26,807	-	26,807
300423	P-12242 Buildings - Beach St - Toilets	59,629	-	59,629
300426	Buildings - Fremantle Oval Redevelopment	54,292	-	54,292
300427	Buildings - Depot Redevelopment	14,170	4,800	18,970
Investment Land				
300167	P-11944 38-40 Henry St - Façade Upgrades	296,488	-	296,488
Investment Buildings				
300355	P-12184 Design and construct - Arts Centre Creative Hub	106,500	-	106,500
300357	P-12179 Install - Local History - Partition	4,950	-	4,950
300368	P-12176 Install - Moores Building - Electrical	23,062	-	23,062
300373	P-12171 Old Fire Station - Electrical and Fire Works	20,426	-	20,426
Furniture and Fittings				
300400	P-12224 Buildings - WCC - Data room AC	33,418	-	33,418
300420	P-12241 Program - Furniture and Equipment	45,032	-	45,032
Plant and Equipment				
300259	P-12041 Program - Ticket machines	146,394	-	146,394
300383	P-12201 Purchase - Wayfinding system	200,739	-	200,739
Infrastructure - Drainage				
300360	P-12188 Program - Drainage catchment	205,627	-	205,627
300419	P-12231 Program - Drainage	290,902	4,020	294,922
Infrastructure - Roads				
300404	P-12220 Road safety - Parry / Queen Vic	11,520	-	11,520
300405	P-12219 Road safety - Stevens / Nannine St	21,876	-	21,876
300407	P-12230 Road safety - Duoro Road (design)	9,478	-	9,478
300416	P-12234 Program - MRRG Works	164,848	-	164,848
300417	P-12233 Program - R2R Works	542,306	8,820	551,126
300428	Resurface - Stevens Reserve Car Park	35,528	-	35,528
300430	Program - Black Spot - Stevens & Amherst St Roundabout Const	4,066	-	4,066

MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED 31 JULY 2025

Works in Progress 2024/25 (LTD) & 2025/26

CAPITAL ACQUISITIONS - WORK IN PROGRESS

NOTE 3(c)

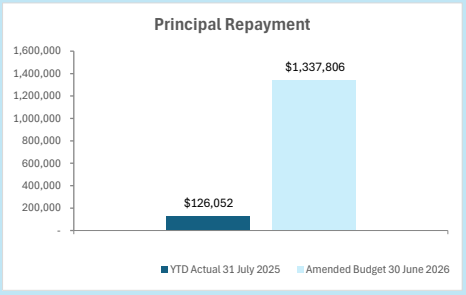
		Financial Year		
Account No.	Project	2024/25 (LTD)	2025/26 (YTD)	Total
Infrastructure - Parks				
300147	P-10077 Program-Parks-Infrastructure	170,269	-	170,269
300157	P-11882 Design and construct Fremantle Golf Course Clubhouse	33,667	-	33,667
300280	P-12070 - Deliver - N Fremantle landscaping	7,856	-	7,856
300308	P-12078 Design and construct - Nannine Commons	6,500	-	6,500
300311	P-12136 Install - Parks - Signage	16,800	-	16,800
300313	P-12129 Program– Prawn Bay- Ecological Restoration- Phase 1	33,932	-	33,932
300391	P-12212 Place - Samson Park - Design	51,329	-	51,329
300392	P-12211 Place - Samson Park - Parking / path	173,226	102,809	276,035
300410	P-12227 Program - Irrigation	223,539	-	223,539
300411	P-12226 Program - Playgrounds	19,861	-	19,861
Infrastructure - Paths				
300225	P-12000 Program - Doepel St - Trees	24,703	-	24,703
300362	P-12190 Program - Footpaths	10,719	-	10,719
Infrastructure - Other				
300110	P-11823 Design and construct-Port Beach coastal adaptation	6,084	-	6,084
300162	P-11878 - Design and construct -Walyalup Koort – Public Artw	36,980	-	36,980
300285	P-12134 Program - Access and Inclusion Infrastructure	3,560	-	3,560
300395	P-12216 Bathers Beach - beach enclosure	112,350	-	112,350
300397	P-12214 Place - South Beach - Additional Parking	5,244	1,416	6,660
300399	P-12225 Hilton Park Master Plan (2024) - Ken Allen Reserve	11,875	-	11,875
300413	P-12237 Program - Street Lighting	124,686	-	124,686
Total Annual Work in Progress		**9,310,966**	**119,792**	**9,430,758**

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

BORROWINGS
NOTE 4

Particulars	Interest Rate	Expiry date of Loan	Principal 1 July 2025	Principal Repayment		Principal Balance		Interest and Guarantee Fee Repayments	
				YTD Actual 31 July 2025	*Amended Budget 30 June 2026*	*YTD Actual 31 July 2025*	*Amended Budget 30 June 2026*	*YTD Actual*	*YTD Budget*
	%		$	$	$	$	$	$	$
Recreation and culture									
298 Leighton Beach Kiosk &	3.44	1/07/2025	41,869	41,869	41,869	-	-	-	-
301 Leighton Beach Kiosk	3.15	1/07/2026	52,083	10,254	41,502	41,829	10,581	131	69
303 Fremantle Boys School	2.86	28/06/2027	161,766	-	77,084	161,766	84,682	459	304
308 Arthur Head - Wall stabilisation	1.62	1/04/2031	309,640	-	49,544	309,640	260,096	1,012	402
								-	-
Transport								-	-
295 Road Asset Program	3.44	1/07/2025	26,499	26,499	26,499	-	-	-	-
296 Footpath Asset Program	3.44	1/07/2025	7,597	7,597	7,597	-	-	-	-
297 Drainage Asset Program	3.44	1/07/2025	8,833	8,833	8,833	-	-	-	-
300 Road Asset Program	3.15	1/07/2026	120,907	23,804	96,345	97,104	24,562	305	160
305 Heavy Vehicles	2.86	28/06/2027	106,341	-	55,060	106,341	51,281	328	217
								-	-
Economic services								-	-
307 Civic & Library Building	1.96	28/06/2040	15,705,937	-	910,213	15,705,937	14,795,724	34,883	25,281
								-	-
Community Amenities								-	-
SMRC	WACC	-	353,847	7,196	23,260	346,651	330,587	-	1,407
Total			**16,895,319**	**126,052**	**1,337,806**	**16,769,267**	**15,557,513**	**37,118**	**27,840**

The above YTD Actual interest is a result of accrual accounting, which requires that accounting transactions be recognized and recorded when they occur, regardless of whether payment has been made at that time has been recognised in accrued method.



Principal Repayments
$126,052

Interest Earned	Finance Cost
$168,990	$30,265

Reserves Bal	Loans Due
$20.29 M	$16.77 M

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

RESERVE FUND BALANCES AND MOVEMENTS SUMMARY
NOTE 5

Reserve Fund	Opening Balance 1 Jul 2025	*Transfer To Muni Fund* *For Operating*	*Transfer To Muni Fund* *For Capital*	*Transfers From Muni Fund* *From Operating*	*Transfers From Muni Fund* *From Capital*	Closing Balance 31 July 2025
	$	$	$	$	$	$
Cantonment Hill Master Plan Reserve	117,868	-	-	-	-	117,868
Public Open Space - Swan Hardware	284,449	-	-	-	-	284,449
Public Open Space - Christian Brothers	131,830	-	-	-	-	131,830
Public Open Space - Lot 502 Lefroy	61,600	-	-	-	-	61,600
Public Open Space - Knutsford Blinco	401,075	-	-	-	-	401,075
Community Care Programs Reserve (Previously HACC)	6,386	-	-	-	-	6,386
Fremantle Markets Conservation Reserve	70,132	-	-	-	-	70,132
Fremantle Oval Reserve	765,708	-	-	-	-	765,708
Hilton Park Sports Reserve	3,499,989	-	-	-	-	3,499,989
Investment Fund Reserve	4,938,416	-	-	-	-	4,938,416
Leighton Precinct Maintenance Reserve	285,274	-	-	-	-	285,274
Leisure Centre Upgrade Reserve	513,999	-	-	-	-	513,999
Parking Dividend Equalisation Reserve	6,201,508	-	-	-	-	6,201,508
Parks Recreation and Facilities Reserve	97,771	-	-	-	-	97,771
Sustainability Investment Reserve	200,310	-	-	-	-	200,310
South Beach Reserve	736,538	-	-	-	-	736,538
White Gum Valley Precinct Community Bore Reserve	36,683	-	-	-	-	36,683
Projects Unexpended Municipal Reserve	1,942,000	-	-	-	-	1,942,000
Total	**20,291,534**	**-**	**-**	**-**	**-**	**20,291,534**

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

TRUST FUND
NOTE 6

Funds held at balance date over which the City has no control and which are not included in this statement are as follows:

Description	Opening Balance 1 Jul 2025	Amount Received	Amount Paid	Closing Balance 31 July 2025
	$	$	$	$
Cash In Lieu of Parking	469,360	-	-	469,360
Cash In Lieu of Public Open Space				
37 Strang Street subdivision	85,673	-	-	85,673
Bequests				
Gwenth Ewens	28,774	-	-	28,774
John Francis Boyd	2,700	-	-	2,700
Victor Felstead	18,528	-	-	18,528
Unclaimed Funds - Debtors	4,441	-	-	4,441
Miscellaneous	109,516	-	-	109,516
Trust Interest	56,146	-	-	56,146
Total	**775,138**	**-**	**-**	**775,138**

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

RECEIVABLES
NOTE 7

Rates Receivable	30 June 2025	31 July 2025
	$	$
Opening Arrears Previous Years	1,224,429	907,980
Levied this year		
Rates	63,174,583	-
ESL	9,350,102	9,350,102
Other	938,336	938,336
Less Collections to date	(73,779,470)	(10,531,111)
Equals Current Outstanding	**907,980**	**665,307**
Net Rates Collectable	**907,980**	**665,307**
% Collected	98.78%	94.06%

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$
Percentage	**46%**	**24%**	**8%**	**22%**	**100%**
CEO Marketing & Economic Development	6,273	1,448	3,000	975	11,696
Community Development	2,749	51,922	-	3,850	58,521
Commercial Properties	223,779	43,882	26,028	125,039	418,727
Commercial Waste	-	9,977	7,653	7,357	24,987
Corporate Services	27	2,910	-	4,002	6,939
Fremantle Arts Centre	7,800	32,892	9,333	1,144	51,169
Fremantle Leisure Centre	906	-	-	-	906
Hall/Reserve Hire	9,836	28	3,119	2,385	15,367
Miscellaneous Debtor	607	(819)	-	(902)	(1,114)
Parking	28,398	-	4,730	1,975	35,103
Samson Recreation Centre	272	182	-	-	454
Technical Services	23,584	18,011	-	-	41,595
Total	304,232	160,432	53,862	145,824	664,350
Add: Prepayments	1,447,325				1,447,325
Less: Provision for Doubtful Debt	(68,703)				(68,703)
					2,042,971
Balance per Trial Balance					
Sundry debtors	2,042,971				2,042,971
GST receivable	537,561				537,561
Loans receivable - clubs/institutions	-				-
Total Receivables General Outstanding					**2,580,532**

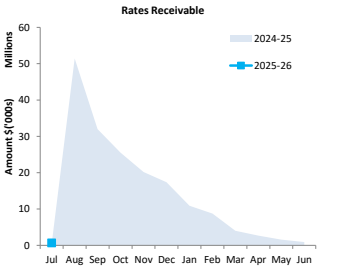
Amounts shown above include GST (where applicable)

KEY INFORMATION

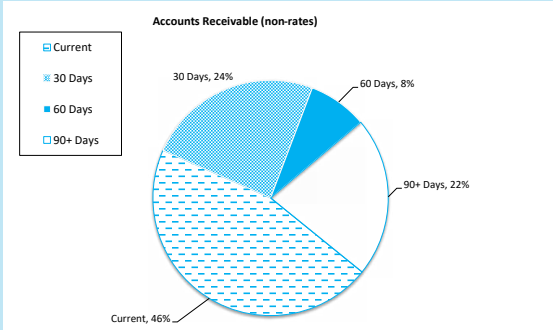
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

SIGNIFICANT ACCOUNTING POLICIES

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



Collected	Rates Due
94.06%	$665,307



Debtors Due
$2,580,532

Over 30 Days
54.21%

Over 90 Days
21.95%

MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

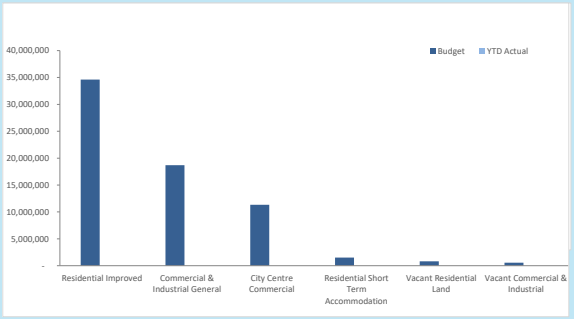
RATE REVENUE
NOTE 8

General Rate Revenue		Adopted Budget						YTD Actual			
	Rate in	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
RATE TYPE	$			$	$	$	$	$	$	$	$
Differential General Rate											
Residential Improved	0.087664	9,649	304,395,365	26,684,515	80,000	-	26,764,515	-	-	-	-
Commercial & Industrial General	0.118877	1,440	151,756,103	18,040,309	-	-	18,040,309	-	-	-	-
City Centre Commercial	0.118877	359	87,399,903	10,389,838	820,000	-	11,209,838	-	-	-	-
Residential Short Term Accommodation	0.118835	449	11,832,026	1,406,059	-	-	1,406,059	-	-	-	-
Vacant Residential Land	0.151417	148	4,286,490	649,047	-	-	649,047	-	-	-	-
Vacant Commercial & Industrial	0.175327	38	3,123,125	547,568	-	-	547,568	-	-	-	-
						-					
Minimum Rates	**Minimum $**					-					
Residential Improved	1825	4,296	76,607,212	7,840,200	-	-	7,840,200	-	-	-	-
Commercial & Industrial General	1825	353	4,088,752	644,225	-	-	644,225	-	-	-	-
City Centre Commercial	1825	67	734,456	122,275	-	-	122,275	-	-	-	-
Residential Short Term Accommodation	1825	63	904,020	114,975	-	-	114,975	-	-	-	-
Vacant Residential Land	1770	88	798,125	155,760	-	-	155,760	-	-	-	-
Vacant Commercial & Industrial	1825	12	85,450	21,900	-	-	21,900	-	-	-	-
Sub-Totals		**16,962**	**646,011,027**	**66,616,671**	**900,000**	**-**	**67,516,671**	**-**	**-**	**-**	**-**
Discount							-				
Concession							(225,198)	-	-	-	-
Amount from General Rates							**67,291,473**				-
Ex-Gratia Rates							-	-	-	-	-
Total General Rates							**67,291,473**				-
Specified Area Rates											
CBD Security Levy	0.001529						157,409				-
Leighton Maintenance	0.006614						89,312				-
Total Specified Area Rates			-	-			**246,721**	-	-	-	-
Totals							**67,538,194**				-

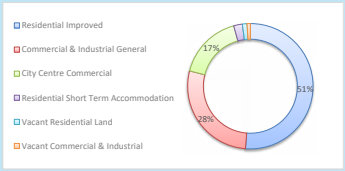
SIGNIFICANT ACCOUNTING POLICIES

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

KEY INFORMATION



General Rates		
Budget	**YTD Actual**	**%**
$67.29 M	**$. M**	**0%**



MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 JULY 2025

INFORMATION

PREPARATION TIMING AND REVIEW

Prepared by: Financial Accountant
Reviewed by: Financial Accounting Team Leader

BASIS OF PREPARATION

REPORT PURPOSE
This report is prepared to meet the requirements of Local Government (Financial Management) Regulations 1996, Regulation 34 . Note: The Statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING
This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations. Material accounting policies which have been adopted in the preparation of this statement are presented below and have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY
All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated. All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 12.

SIGNIFICANT ACCOUNTING POLICES

GOODS AND SERVICES TAX
Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

CRITICAL ACCOUNTING ESTIMATES
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

ROUNDING OFF FIGURES
All figures shown in this statement are rounded to the nearest dollar.

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 31 JULY 2025

STATUTORY REPORTING PROGRAMS

City operations as disclosed in these financial statements encompass the following service orientated activities/programs.

PROGRAM NAME	OBJECTIVE	ACTIVITIES
GOVERNANCE	To provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.
GENERAL PURPOSE FUNDING	To collect revenue to allow for the provision of services.	Rates, general purpose government grants and interest revenue.
LAW, ORDER, PUBLIC SAFETY	To provide services to help ensure a safer and environmentally conscious community.	Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.
HEALTH EDUCATION AND WELFARE	To provide an operational framework To provide services to disadvantaged persons, the elderly, children and youth.	Inspection of food outlets and their control, provision of Maintenance of child minding centre, playgroup centre, senior citizen centre and aged care centre. Provision and maintenance of home and community care programs and youth services.
HOUSING	To provide and maintain elderly residents housing.	Provision and maintenance of elderly residents housing.
COMMUNITY AMENITIES	To provide services required by the community.	Rubbish collection services, operation of rubbish disposal sites, litter control, construction and maintenance of urban storm water drains, protection of the environment and administration of town planning schemes, cemetery and public conveniences.
RECREATION AND CULTURE	To establish and effectively manage infrastructure and resource which will help the social well being of the community.	Maintenance of public halls, civic centres, aquatic centre, beaches, recreation centres and various sporting facilities. Provision and maintenance of parks, gardens and playgrounds. Operation of library, museum and other cultural facilities.
TRANSPORT ECONOMIC SERVICES	To provide safe, effective and To help promote the City and its economic wellbeing.	Construction and maintenance of roads, streets, footpaths, Tourism and area promotion including the maintenance and operation of a caravan park. Provision of rural services including weed control, vermin control and standpipes. Building Control.
OTHER PROPERTY AND SERVICES	To monitor and control City overheads operating accounts.	Private works operation, plant repair and operation costs and engineering operation costs.

KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 31 JULY 2025

NATURE OR TYPE DESCRIPTIONS

REVENUE

RATES
All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

GRANTS, SUBSIDIES AND CONTRIBUTIONS
Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

PROFIT ON ASSET DISPOSAL
Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

FEES AND CHARGEES
Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES
Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management) Regulations 1996 identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME
Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

EXPENSES

EMPLOYEE COSTS
All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL
Loss on the disposal of fixed assets.

DEPRECIATION ON NON-CURRENT ASSETS
Depreciation expense raised on all classes of assets.

FINANCE COST
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE
Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 JULY 2025

INFORMATION
NET CURRENT ASSETS

SIGNIFICANT ACCOUNTING POLICIES

CURRENT AND NON-CURRENT CLASSIFICATION
In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

EMPLOYEE BENEFITS
The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:
(i) Wages, Salaries, Annual Leave and Long Service Leave *(Short-term Benefits)*
The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the City has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the City expects to pay and includes related on-costs.
(ii) Annual Leave and Long Service Leave (Long-term Benefits)
The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where the City does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

PROVISIONS
Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

INVENTORIES
Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

CITY OF
Fremantle
Minutes
Economic Development Advisory Session
20 May 2025 3pm
Fremantle Chamber of Commerce
fremantle.wa.gov.au

City of Fremantle
ED Advisory Session – Minutes 20 May 2025

Official opening, welcome and acknowledgement

Ngala kaaditj Whadjuk moort keyen kaadak nidja Walyalup boodja wer djinang Whadjuk kaaditjin wer nyiting boola yeye.

We acknowledge the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

Attendance and apologies

Attendees:

Working Group Members	
Ms Chrissie Maus	CEO – Chamber of Commerce
City Officers	
Mr Matt Hammond	Director City Business
Ms Caitlin Skinner	Economic Development Partner
Stakeholders	
Mel Jacobs	Lion Co
Alex Sinclair	Leeuwin Ocean Adventure
Charlie Turnball	Esplanade Hotel
Gill Harrison	WA Museum
Jacqueline Comb	Esplanade Hotel
Natasha Atkinson	Fremantle Markets
Paige Myles	Sealink
Sonja Mitchell	Destination Perth

Apologies:

Amberlee Hong	Fremantle Prison
Hannah Fick	Kinn and Co
Michelle Taylor	Hello Perth
Sarah Clozza	Hello Perth
Stacey Blood	Good Drinks

City of Fremantle
ED Advisory Session – Minutes 20 May 2025

Agenda Items

Item	Subject
1	What Kind of Support should the city be advocating for to help our (your) Industry sectors grow, and who should we be advocating to?
2	What is Freo 'Not' – and are we happy with that? Or do we need to become it?
3	What's working Well, and who have you chosen to invest in Freo?
4	What are some of the reasons your Industry Peers chose not to invest in Freo and how do we overcome that?

Presentations/Discussion

Question 1.
Natasha (Fremantle Markets)

- There are challenges accessing heritage grant funding, and it would be helpful if the city could advocate for improved access or additional support.
- There is a need for continued support for tour bus operations, including designated destinations, clear parking areas, and suitable drop-off and pick-up zones.
- The streetscape and public landscaping require attention to enhance the overall look, feel, and usability of the city for both locals and visitors.
- Subi Blooms Flower Festival is an example of new creative events that have installations and displays Subi Blooms x Gather is coming | City of Subiaco

Alex (Leeuwin Ocean Foundation)

- There is an opportunity for local business owners to support the Leeuwin's youth development program through sponsorship or partnership.
- Help create a sense of a long-term home for the organisation by improving visual presence through signage and wayfinding. Strengthen connections with other local institutions, such as the WA Shipwrecks Museum, to enhance visibility and collaboration. (Japan does this well)

Jacqui (Esplanade Hotel)

- Strong support for more events and music festivals in Fremantle, with a focus on making them more accessible and inclusive for a wide range of music groups and performers.
- Ongoing attention is needed to improve the safety and cleanliness of the city, as well as parking and accessibility. The city should also be responsive

and adaptive to the increased demands that come with hosting large-scale events.
- Liquor licensing restrictions during Easter and Christmas force businesses to alter their offerings, impacting operations and visitor experience. There is a need for government engagement to explore more flexible solutions.
- We would like to promote our carpark opposite the hotel with a sign.

Sonjia (Destination Perth)
- There's a need for greater support in product development, as many local businesses lack the funding and resources to invest in research, innovation, and initial setup.
- Festivals offer valuable opportunities to create experiences for the local community and can be used to test new products and concepts. There is a need to audit existing offerings—reviewing what's worked and what hasn't. Operators should be supported to focus more on marketing, research, and development to strengthen their impact and growth.

Charlie (Esplanade Hotel)
- There's a need for better forward planning and communication so local businesses can align with and support major programs. For example, tourism award opportunities have not been effectively communicated at the city level. Businesses are still developing their offerings and would like stronger support from the city to get involved.
- There's also a call for more activity during the winter months, which are traditionally challenging. Opportunities such as conferencing and winter-specific initiatives could help boost visitation and business sustainability during the off-peak season.
- Esplanade hotel doesn't compete with the Perth Convention and Exhibition Centre (PCEC) as it offers a very different experience and should not be seen as a competitor, but rather a complementary option within the region.
- There is a strong need for increased investment in the blue economy to support its growth and innovation potential.
- Additionally, Rottnest Island continues to be a major drawcard for association groups and should be leveraged as part of Fremantle's broader destination appeal.

Question 2:

Natasha

- Fremantle isn't a traditional retail hub, but it excels as a vibrant night-time economy destination, particularly for dining. However, navigation by car remains difficult, with unclear parking options—improved signage or alternative transport solutions like a tram or light rail could help.
- The city feels incomplete during the week due to gaps in the development pipeline, and while it may not feature 'shiny' shopfronts or high-end brands like MECCA or Witchery, there's a need for a balanced retail mix that includes both destination retailers and practical service stores, such as watch or phone repair.

Sonia

- Fremantle should retain its unique heritage character in the streetscape while integrating modern, high-profile retailers within existing or sympathetic interiors. This approach allows for the inclusion of 'shiny' new shops without compromising the city's historic charm—preserving its identity while supporting contemporary retail growth.

Paige (Sealink)

- There's a need to improve connectivity between Fremantle's city centre and surrounding neighbourhoods like North Fremantle. Traffic congestion currently discourages some visitors, so better transport links and seamless connections would help "connect the dots" and encourage more movement throughout the area.
- Mid-tier transport needed.

Question 3:

Natasha

- Fremantle's unique, vibrant atmosphere is like a living museum that can't be replicated elsewhere. To leverage this, we should explore innovative marketing strategies using mobile-targeted advertising to reach visitors effectively.

Jacqui

- Fremantle's unique property landscape strikes a strong balance between corporate, and leisure uses, fostering sustainable growth and diverse economic opportunities

Charlie

- The walkability message needs to be pushed harder

Alex

- Fremantle's maritime culture is deeply celebrated and forms a core part of the city's identity and appeal.

Gill (Maritime Museum)

- Fremantle excels in restaurants and festivals, but spaces like Kelp Bar could be better activated to be more open and engaged with a wider variety of events.

Question 4:

Natasha

- There is a limited range of residential accommodation options available for people wanting to live in Fremantle.
- Currently, the conversation focuses mostly on negatives, with little visibility of new and exciting developments. It's important not to promote initiatives prematurely; instead, focus messaging on being a proactive "City of Action" that targets and communicates real opportunities clearly and confidently.
- We need to adopt a more open and agile mindset—saying "yes" more often, embracing bold and innovative ideas, and adopting a "fail fast, deliver fast" approach to avoid missing opportunities.
- Additionally, businesses would greatly appreciate the support of a dedicated concierge or account manager to help navigate processes and access resources efficiently.

Alex

- Many shops don't open until after 4 pm during weekdays, which contributes to a quiet city atmosphere outside peak times. Addressing this could help break the seasonality and encourage more consistent activity throughout the week.

Paige

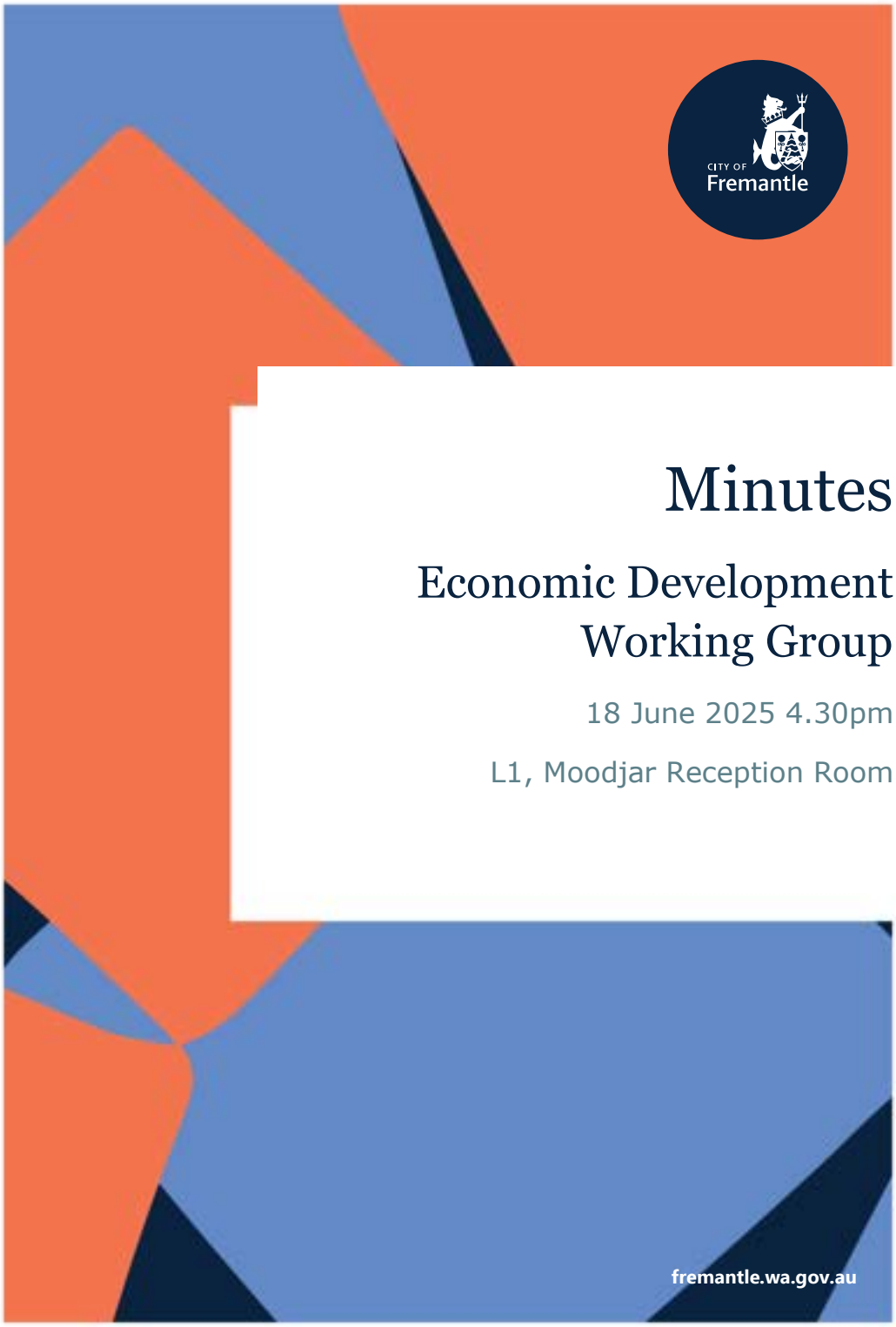
- There's been a lot of discussion about future plans, but a lack of visible action, which can be frustrating for potential investors seeking confidence and momentum.
- We need to broaden our focus beyond local residents and actively target wider markets. Engaging the Visiting Friends and Relatives (VFR) segment more effectively is essential to increasing visitation and community connection.

Gill

- It's important to clearly communicate how the city can support developments and help them progress from planning to completion, ensuring projects successfully get over the line.

Closure

Chrissie closed the meeting at 5pm


CITY OF
Fremantle
Minutes
Economic Development Working Group
18 June 2025 4.30pm
L1, Moodjar Reception Room
fremantle.wa.gov.au

City of Fremantle
ED Working Group – Minutes 18 June 2025

Official opening, welcome and acknowledgement

Ngala kaaditj Whadjuk moort keyen kaadak nidja Walyalup boodja wer djinang Whadjuk kaaditjin wer nyiting boola yeye.

We acknowledge the Whadjuk people as the traditional owners of the greater Fremantle/Walyalup area and we recognise that their cultural and heritage beliefs are still important today.

Attendance and apologies

Attendees:

Working Group Members	
Ms Hannah Fitzhardinge	Mayor
Cr Jenny Archibald	Deputy Mayor/Central Ward
Cr Andrew Sullivan	Coastal Ward
Cr Frank Moffin	East Ward
City Officers	
Mr Matt Hammond	Director City Business
Ms Caitlin Skinner	Economic Development Partner Team Leader Investment and Growth
Mr Alex Norman	

Apologies:

Ms Chrissie Maus	CEO – Chamber of Commerce
Cr Ingrid van Dorssen	North Ward

City of Fremantle
ED Working Group – Minutes 30 April 2025

Agenda Items

Update on ED Strategy including status of the project, shared key feedback gathered through recent business engagement activities, and outlined the proposed next steps to guide future planning and implementation.

Comments

There was collective agreement with the business feedback, along with suggestions to explore certain areas in more detail below.

JOURNEY TO DATE
Matt gave recap of last three months of engagement – same four questions presented to industry to ensure consistency

Business Attraction & Perception of Fremantle:

- Hannah agreed with concerns about Fremantle's current appeal as a place of business, need to adjust this perception.
- Jenny highlighted Fremantle's reliance on hospitality and asked for ways we can balance the business mix
- Matt noted there is interest in bringing high-end retail offerings into Fremantle's West End, but the surrounding environment needs to be improved to support this.

Early closure of cafes:

- Hannah suggested a review of tenancy agreements to encourage or support businesses to operate longer hours to improve vibrancy for visitors. Only San Churros and Gino's stay open later than 2pm.

Public Realm & Maintenance:

- Andrew highlighted that public realm concerns go beyond cleaning – including visible homelessness, insufficient bins, and a generally untidy impression. He suggested businesses should share responsibility and there should be a collective approach to maintaining the space.

Vacancy Management & Presentation:

- Hannah proposed proactive steps such as cleaning the windows of vacant shops to improve street appeal and reduce the sense of neglect.

Access & Wayfinding:

- Jenny noted that for those unfamiliar with Fremantle found it hard to know where to park. Clear direction and promotion will become more important when Fremantle Traffic Bridge closes. Suggested better promotion of train access as an alternative.
- Andrew felt the bridge closure may have minimal impact, as Fremantle's natural catchment often enters from the South Fremantle side.

Social Inclusion & Vulnerable Communities:

- Andrew suggested incorporating support or uplift for vulnerable groups into place-making and economic strategies, making Fremantle a more inclusive city.

Resilience & Goal setting:

- Jenny questioned how Fremantle can build greater resilience into its economy and place, strategy needs to address this.
- Frank asked whether the group is focusing on the biggest opportunities and how priorities are being defined.
- Matt responded that the team is focused on what is achievable, what levers exist in planning policy, and how to partner with developers for aligned outcomes. He noted the need to balance vision, planning discretion, and implementation through activation and programming.

Business Concierge Service:

- Jenny asked if City is resourced to provide a business concierge service to better support existing and incoming businesses.
- Matt noted that an informal version already exists, but it could be better formalised.

Sector Opportunities – Film & Creative Industries:

- Hannah flagged a gap in the strategy relating to the film industry, particularly post-production. Proposed advocating for Victoria Quay's continued development of diverse attractions noting its significant creative potential). Notre Dame's future footprint and masterplan also need to be acknowledged to understand future impact and partnership opportunities.

Major Precincts & Industrial Areas:

- Frank raised the lack of messaging around key areas like the Fremantle Hospital and development of state-owned land. O'Connor was noted as feeling disconnected from broader precinct strategies. Given the future of advanced manufacturing (e.g. robotics), a long-term view should be taken to ensure appropriate facilities are planned.

Businesses such as Koala Storage and D'Orsogna were mentioned as requiring ongoing engagement and flexibility to meet changing facility equipment needs.

Strategy Planning & Next Steps:

- Hannah asked how this strategy intersects with the City's commercial strategy.
- Andrew noted the final strategy should include clear action plans.
- Matt confirmed there will be an annual implementation plan.
- Matt confirmed the next session will involve reviewing of the draft strategy and will be shared with the group two weeks prior to the next Economic Development Working Group meeting.

Closure

Matt closed the meeting at 5:15pm.