



Agenda

Planning Framework Committee

Monday 13 July 2026 6:00 pm



Notice of a Planning Framework Committee

Elected Members

A Planning Framework Committee meeting of the City of Fremantle will be held on **Monday 13 July 2026** in the Council Chamber (Bibbool Room) at the Walyalup Civic Centre, located at 151 High Street, Fremantle commencing at 6:00 pm.

A handwritten signature in black ink, appearing to be "Chloe Johnston", with a long horizontal line extending to the right.

Chloe Johnston
A/Director Planning, Place and Urban Development

8 July 2026



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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, apologies and leave of absence

Attendance

Apologies

Mayor, Ben Lawver

Leave of absence

There are no previously received leave of absence.

Disclosures of interest by members

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

Responses to previous public questions taken on notice

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

Public question time

Members of the public have the opportunity to ask a question or make a statement at council and committee meetings during public question time. Further guidance on public question time can be viewed [here](#), or upon entering the meeting.

Deputations

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



Presentations

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

Confirmation of minutes

OFFICER'S RECOMMENDATION

The Planning Framework Committee confirm the minutes of the Planning Framework Committee meeting dated 13 April 2026.

Committee member communication

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



Reports and recommendations from officers

PFC2607-1 ENGAGEMENT UPDATE ON NEW LOCAL PLANNING SCHEME

Meeting date:	13 July 2026
Responsible officer:	Manager City Planning
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. Fact Finding Local Planning Scheme Engagement Report 2. Fact Finding Engagement Report - Individual Submission

SUMMARY

This report provides an update on the preliminary engagement undertaken during the drafting of new Local Planning Scheme No. 5.

BACKGROUND

On 20 January 2026, the Western Australian Planning Commission (WAPC) resolved that the City of Fremantle (the City) required a new local planning scheme. The current Local Planning Scheme No. 4 (LPS4) is 19 years old and has been subject to over 80 amendments. Since the inception of the Scheme, state planning has progressed to the extent that many provisions are outdated, redundant or no longer work well together. Additionally, the scheme is required to be reformatted to fit the Model Scheme Text provided in the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).

In early 2026, the WAPC endorsed the City of Fremantle Local Planning Strategy. The Strategy sets out the intended direction of the new scheme, and references other strategic documents such as the City Plan prepared in 2025.

Officers intend to present a draft of the new scheme by the end of 2026 to avoid increasing risks of having an outdated scheme. These risks include decision-makers such as the state development assessment unit not giving due regard to provisions, inconsistency with contemporary state legislation, inappropriate controls hindering development, and lack of appropriate guidance for desired urban growth.



At the 25 February 2026 Ordinary Council Meeting, Council resolved to establish a Planning Framework Committee to provide elected members with an ability to get closer to the understanding of how the planning system works and to support the planning of the updated planning framework.

The first Planning Framework Committee was held on 13 April 2026 and made recommendations regarding:

- Holding a series of internal workshops with City Officers and Elected Members to discuss specific aspects of a new scheme;
- Allowing the Fremantle Alternative to lapse; and
- Discussing the state of the existing Mixed Use zones throughout the City.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

This is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Resilient City – A focus on planning for a stronger and more resilient future

- A contemporary planning framework considers the changing needs of our community amid challenging economic times while ensuring our built environment is resilient to changes in climate.

CONSULTATION

Although formal consultation is only mandatory once the Minister for Planning has given permission to advertise the Scheme, the City has undertaken a general fact finding exercise to guide the drafting of the scheme. This engagement builds on that undertaken for the Strategic Community Plan, Local Planning Strategy and City Plan.



Consultation was carried out to find out what the community valued, what it wanted protected, and where it saw the current scheme falling short. Consultation was carried out from 20 May to 19 June 2026 with the full report included as Attachment 1. One submission included a number of specific questions and is addressed in Attachment 2.

Key takeaways

The public engagement program reached more than **450** people through online and face-to-face interactions. The project team received **31** formal submissions of feedback to the project.

Responses were received from across the City of Fremantle, with the strongest participation from residents in Fremantle (Central), South Fremantle, North Fremantle and Beaconsfield.

Overall, the engagement identified six recurring themes:

- Heritage and neighbourhood character.
- Tree canopy and climate resilience.
- Housing diversity and affordability.
- Walkability and cycling.
- Parking and transport.
- Planning controls, development outcomes and future growth.

Heritage, neighbourhood character and **tree canopy** were the three most selected priorities when respondents were asked what a new planning framework should focus on. Protecting heritage buildings, historic streetscapes, human-scale development and Fremantle's character was the most frequently recurring theme throughout the engagement. Guarding and enhancing these qualities was viewed as essential when considering Fremantle's future growth and development and a key priority for the new planning scheme.

Tree canopy, urban greening and **climate resilience** were identified as major priorities for future planning. Increase tree canopy, retain mature trees and strengthen urban greening outcomes was seen as a key part of what the framework should consider. Respondents viewed trees and green infrastructure as essential infrastructure that contributes to cooling, biodiversity, liveability and climate adaptation.



General support for **housing diversity** and **increased housing choice** was provided, however respondents emphasised the importance of location, design quality and neighbourhood context. Support was strongest for medium-density and "missing middle" housing forms located near activity centres, transport corridors and redevelopment areas. Concerns were raised about building heights, development scale and the potential loss of neighbourhood character. Additional housing was generally supported in appropriate locations and where neighbourhood character is maintained.

Walkability, cycling and **connected neighbourhoods** were identified as important planning priorities. Improve pedestrian environments, cycling infrastructure and access to local destinations. Create neighbourhoods that support active transport, community interaction and reduced reliance on private vehicles. Walkability something linked with neighbourhood liveability, public health and local business activity.

Parking generated a wide range of perspectives throughout the engagement, with varying views on whether more or less was needed. Respondents expressed differing views regarding parking provision and future transport priorities. Comments focused on city centre accessibility, visitor access, residential parking impacts and the relationship between parking and future development.

Concern surrounding **consistency and application of planning controls** in current planning. Development waivers, compliance monitoring and consistency of decision-making were recurring themes. The engagement identified a desire for greater transparency, consistency and confidence in planning decision-making.

Mixed-use development, active streets and **vibrant centres** were viewed as important contributors to Fremantle's future success. Respondents supported development that creates local activity, supports local businesses and strengthens community connection. Activation was generally supported where it complements neighbourhood character and local amenity.

Vacant, underutilised and **strategic redevelopment sites** were frequently identified as opportunities for future housing, employment and mixed-use development. Opportunities to unlock existing urban land before expanding development pressure into established neighbourhoods was seen as a higher priority. Industrial land, vacant sites, contaminated land and future port-related redevelopment opportunities were commonly referenced.



Climate change adaptation was a recurring consideration. Urban heat, tree canopy loss, coastal impacts and sea level rise were highlighted as issues that should be addressed through the new planning scheme. The community expressed strong support for planning outcomes that improve environmental resilience and long-term sustainability.

In addition to the survey comments, the City received 8 email submissions raising detailed issues, including recommendations that the new scheme:

- Include more provision for drive through food outlets.
- Think broadly and strategically in regard to West End heritage properties and consider each site in its own context.
- Review the heritage protections to better balance protecting heritage with allowing sufficient flexibility to facilitate strategic objectives and development outcomes.
- Be more flexible with car parking and their trigger for neighbour consultation requirements.
- Facilitate increased density while using a plot ratio approach rather than strict setbacks or height controls.
- Review the land use definitions.
- Review the existing requirement for mixed use development on land coded less than R60 to meet a minimum threshold for non-residential floor space.
- Maintain the flexibility to reach development outcomes currently embedded in the scheme.
- Consider tiny homes and alternate forms of housing including intergenerational housing and RV parks.
- Embed economic considerations into the development framework.
- Balance heritage protection with commercial reality.
- Increase planning certainty and reduce complexity.
- Plan for the future economy.
- Rezone some sites.
- Include more provision for streetscape variability to residential heritage properties on noisy streets where the place is not easily adaptable.

The full report, including full text of some submissions received via email, is included as Attachment 1. A submission with a detailed list of questions and the City's response is included in Attachment 2.



City Officers also carried out a total of six one-on-one meetings, some of which occurred after the end of the submission period and were not included in the engagement report. Discussion revolved around:

- Protection of heritage around the West End
- Concern about proliferation of 8 storey developments encroaching on heritage curtilage and sightlines.
- Concerns about the current informal engagement process.
- Public open space should be prioritised and elevated in the scheme.
- Need to include Aboriginal voices in consultation.
- Discussion on how local governments in other parts of the world have handled height and suggested case studies.
- Consider allowing subdivision of ancillary dwellings for more housing.
- View corridor from Monument Hill needs to be retained.
- Look for infill opportunities around laneways.

Since the inception of the new planning scheme project, City Officers have also held a roundtable with the City's Design Advisory Committee (DAC) and workshops with external stakeholders that included a mix of precinct group representatives, community interest groups, planning consultants, major developers and state agency representatives. These workshops did not engage with specific clauses which may be in a new scheme but canvassed general positives and negatives about development within the City that officers could later use to guide the new scheme.

The questions and general discussion at the DAC review are as follows:

Question	Summary of Responses
What is the perception of developing in Fremantle?	• City is easy to deal with and thinks practically about development. • Good level of discretion exists in the scheme. • Pressure for developers is parking and costs of construction/affordability. • Scheme is daunting/complex; simplification is necessary. • Density targets will not be achieved through single lot housing; need a targeted and organised shift in density. • What are the objectives behind the criteria?
What works / doesn't work? What does the scheme need?	• Nothing to incentivise adaptive reuse. • More housing diversity needed. Can it be incentivised?
Are the R-Codes alone generally resulting in good development?	• R-Codes are too restrictive. Development criteria should be more values based.



	• Medium density codes are better but still don't incentivise building one unit above another.
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The first two community workshops involved groups that had direct and specific knowledge of planning schemes in many different local government areas. The questions and the general discussion are provided below:

Question	Summary of Responses
What are the development perceptions of Fremantle planning framework?	• Freo character/identity is important and uniqueness needs to be maintained. • Need clarity around hard limits versus where discretion is available. • Controls are rigid with little room for discretion; purpose of the provisions have been lost, making it hard to determine level of discretion and alternate outcomes. • Current framework is too restrictive and will not deliver the desired housing outcomes. • Existing development "bonuses" are not worthwhile – asking too much and providing too little. • Keep the planning framework simple. • Diversity of housing is needed (ie: 2x1s) – luxury development is not the market. • The City needs to be thought of as a regional centre with the core of the City humming. • Lots of potential but an old scheme with complex controls makes it difficult to navigate.
What works in the existing scheme?	• Schedule 7 is unique and complex and sort of functions as individual structure plans. • Good flexibility in the land use zoning table. • Mixed Use zones are good for flexibility and provide broad extent of land uses. • Heritage management works well. • Clarity around development in the West End.
What doesn't work?	• If something is important, don't allow flexibility. Conversely, if something isn't important, reduce the restrictions. Right now everything has same level of importance. • Existing social and affordable housing bonuses don't stack up and aren't worthwhile to pursue. In general, such bonuses will not work unless imposed by the state government because major developers will just build in other local governments. • Delegation is very restrictive.



	• Don't offer up density/height on locations where the City does not want change. • Design excellence is not defined. • Public art contributions seen as adding costs but very little benefit.
What would you like to see change?	• Height and density done well and focused on key areas. • Consider zero car parking developments in City Centre while noting that cash in lieu for car parking is not feasible and will result in more on-site parking. • Quantity of applications going to Council for decision is high compared to some other local governments. • Reward land assembly. Currently, small, subdivided sites do not permit the kind of large-scale redevelopment envisaged by the strategy. • R-Codes are inflexible and deemed-to-comply criteria do not often result in good outcomes. • Back to basics urban design: A specific control (ex: height) should either be acceptable or not on its own, but should not depend on a bonus requirement to achieve. • Balance of flexibility and creativity.
Anything else?	• Reinvigorate the high streets. • Keep it simple. • Plan for flexibility to achieve outcomes rather than rigid requirements.

The third workshop involved community groups with less direct knowledge of the scheme and, consequently, the questions were broader:

Question	Summary of Responses
What would you like to see kept or protected?	• Trees and vegetation • Community spaces for gathering • Lifestyle and character • Adaptation – balance development and conservation • Enhance local retail and improve connection between City Centre and surrounding suburbs
What is working right?	• Adapting to change and provisions that encourage change such as density bonuses. • South Street and South Fremantle are activated and successful. • Knutsford and White Gum Valley development



	• Innovations such as the Youth Plaza and nature play spaces. • Attractive for tourism.
What is not working?	• Beaconsfield redevelopment – loss of tree canopy. • Essential workers being priced out. • Certainty on what we can do in areas surrounding areas of protection. • Concerns about chain stores chasing out local businesses. • Battleaxe development in Hilton and consequent loss of trees. • High level of tree clearance.
What changes would you like to see?	• Identify places that can work together (ex: increase City Centre population to encourage activation of South Terrace strip. • Zero parking developments. • Improved infrastructure. • Housing affordability and diversity. • Work with the industry to deliver housing. • East End of City Centre can absorb more change to protect West End. • More people living locally. • Concerned about gentrification. • Improvements in built form quality.

As of the writing of this report, the Planning Framework Committee has held three internal workshops to discuss the following issues:

- General heritage protections and the West End;
- City Centre land use and development; and
- O'Connor industrial area and buffer zones.

The above three workshops are presented as separate items to the Planning Framework Committee.

City Plan

As part of the creation of the City Plan: City Centre, several phases of engagement were carried out. The final engagement carried out in June 2025 presented a final draft of the City Plan for public consultation. The engagement process found general support for improved public and alternate forms of transportation. Submissions expressed concern about maintaining heritage protections and the City's identity, safety, and the potential for taller buildings near significant heritage landmarks.



The City Plan was subsequently endorsed by Council and incorporated into the Local Planning Strategy 2026.

North Fremantle

In February 2026, the City Design Team has carried out an exploration of the transport issues currently extant within the North Fremantle suburb as well as how the area may prepare for the opening up of more residential or mixed use land on the current industrial zoned land west of the rail line south of Curtin Avenue and further down as part of the Future of Fremantle project. The consultation presented several possible scenarios involving rerouting roads to connect Curtin Avenue to Tydeman or Stirling Highway and/or moving the train station. These scenarios were based on current strategies from Main Roads and Department of Transport and Major Infrastructure (DTMI).

The engagement found a clear disapproval of the plan to connect Curtin Avenue to Stirling Highway. Other key issues were summarised as:

1. Delivery, Timeframes & Early Action

Strong frustration with long timeframes; desire for faster delivery and concurrent staging. Clear push for early wins such as footpaths, crossings, PSP upgrades, and town centre works.

2. Station Location, Rail Options & Access

Mixed views on relocation; many opposed while others support long-term changes if equity is maintained. Reopen Leighton suggested. Strong rejection of flyovers.

3. Active Transport, Local Streets & Safety

Pedestrian network seen as poor. Support for walking/cycling-first design, safer crossings, wider paths, PSP improvements, and protecting the town centre.

4. Coastal Risks, Climate & Open Space

High concern about erosion and sea level rise. Requests for buffers, long-term open space, nature-based adaptation, and reduced coastal intensity.

5. Density, Height & Character

Concerns about overdevelopment and high-rise impacts. Preference for moderate heights, quality design, and protecting North Fremantle's character.

6. Traffic, Roads & Network Impacts



Opposition to flyovers and car-dominated approaches. Concern about funnelling traffic through town centre; need to maintain McCabe Street function.

7. Governance, Alignment & Trust

Frustration with State–Local misalignment and concerns about consultation. Strong desire for collaboration and clearer communication.

8. Beach Access, Regional Usage & Transport

Beach access must serve wider Fremantle. Calls for adequate parking or major transit/cycling improvements.

9. Development Readiness & Northern Bracks Street

Northern Bracks St critical for early momentum; landowners need transport certainty.

10. Communications & Accessibility

Need clearer documents, better notification, and simpler summaries.

OFFICER COMMENT

Overall, the key themes within the above engagement are:

- **Identity**
Protecting Fremantle’s identity, heritage places, historic streetscapes and neighbourhood character while allowing change to be managed in a place-sensitive way.
- **Climate resilience**
Increasing tree canopy, protecting mature vegetation and embedding climate resilience, including responses to urban heat, coastal risk, sea level rise and environmental sustainability.
- **Housing**
Supporting greater housing diversity and affordability, particularly medium-density, missing-middle and alternative housing forms in appropriate locations near centres, transport corridors and redevelopment areas.
- **Strategic density**
Directing height, density and redevelopment to strategic locations, including the City Centre, underutilised land, industrial transition areas and major redevelopment sites, while limiting pressure on established neighbourhoods and sensitive heritage areas.
- **Access**
Improving walkability, cycling, public transport access and connected



neighbourhoods, with stronger emphasis on safer streets, better infrastructure, early delivery of local improvements and reduced reliance on private vehicles where appropriate.

- **Parking**

Balancing parking needs with future transport objectives, including differing views on visitor access, residential impacts, zero-parking development, beach access and city centre accessibility.

- **Simplification**

Simplifying the planning framework and improving certainty, transparency and consistency, including clearer controls, better defined discretion, reduced complexity, more effective delegation and stronger confidence in decision-making.

- **Flexibility**

Supporting active centres, local businesses and future economic activity through mixed-use development, adaptive reuse, high-street activation, flexible land use settings and planning for long-term employment and investment.

Planning response

Broadly, the new scheme can address matters of land use, zoning, density, vehicle access, heritage protection, subdivision controls and limited building form. Many of the themes can be at least partially addressed through planning controls, whether that is the scheme, local planning policies, structure plans, etc.

Identity

Protecting Fremantle's identity is critical and is a key consideration when drafting the scheme. This includes the protection of heritage assets that make up the City's streetscapes.

Climate resilience

There is scope to include provisions for some sort of climate resilience, particularly around flood zones, but the ability to increase vegetation through the scheme is limited except in targeted circumstances. The City's current tree retention policy goes some way towards addressing urban canopy loss.

Housing

The scheme can encourage medium density developments through density coding and other requirements. However, the first version of the new scheme will not



include a radical rethinking of alternative forms of housing. Such a project requires resourcing that would conflict with the timeliness of a new scheme but can be considered in the future, noting the planning framework will continue to evolve and respond to conditions of the day.

Social and affordable housing is recognised as a major issue but requires state and/or local government partnerships with private organisations to deliver. Current scheme controls have not delivered this type of housing because the private market has been unable to make it financially viable to do so. This is true not just in Fremantle but throughout the state. Advice from the DPLH is that, because of this, incentives or requirements for social or affordable housing are unlikely to be supported.

Other teams within the City are currently exploring how such social and affordable housing may be delivered outside of the scheme.

Strategic density

In line with the Local Planning Strategy, the new scheme will aim to focus density within key nodes along transport routes, and around the outside of the historic West End.

Access

Focusing density around key transport nodes will improve access, but improvement of public urban streetscapes is a whole-of-government approach that cannot be specifically addressed within the scheme. Oftentimes, particularly when dealing with state agencies such as Main Roads, improvements are generated by on-the-ground demand rather than anticipated demand. Targeted densification may eventually provide the impetus for changes such as improved crossings of major thoroughfares or intersection modifications.

Parking

Car parking requirements will be relocated from the scheme to a local planning policy, which will give the City the opportunity to review the criteria and consider parking maximums or zero-parking developments where appropriate.

Simplification

Based on the format of the Model Scheme Text, feedback from the Department of Planning, and communication with other local governments, the Minister is likely



to require that any new scheme be streamlined and simplified. Much of the specific building form criteria in the current scheme will likely be required to be removed, with the potential for it to be placed within a local planning policy.

Flexibility

The Model Scheme Text introduces a degree of flexibility that the existing scheme lacks. This can be both a positive and a negative thing, and support from local planning policies will assist in guiding assessments.

Next Steps

City Officers are aiming to have a draft of the new planning scheme to Council by the end of this year. Once Council endorses the draft, the next steps in the process are:

Steps	Estimated Timing
The Department of Planning, Lands and Heritage (DPLH) reviews the draft, with department officers liaising with the City for any changes. The Western Australian Planning Commission (WAPC) then makes a recommendation to the Minister.	3-6 months
The Minister for Planning reviews the scheme and grants permission to advertise with or without changes. If changes are required, the changes are made and then the scheme re-submitted to the Minister.	3-6 months
Formal advertising is prepared and undertaken.	3 months
Public submissions are considered and responded to, and scheme amendments are considered prior to sending the scheme back to Council for final endorsement.	3-4 months
If the scheme has been amended in such a way that it introduces substantial changes, it may be advertised again with the changes, and then referred back to Council.	2-3 months (optional)
The DPLH makes a recommendation to the WAPC who make a recommendation to the Minister for Planning.	Up to 4 months
The Minister for Planning reviews the scheme and either approves it with or without changes, or sends it back with changes for further advertising.	3-6 months
Once approved by the Minister, the scheme is gazetted and comes into force.	1-2 weeks



It is also noted that the Minister has the ability to extend the timeframes for the WAPC to consider a new scheme.

During this time, the City will begin work on:

- Precinct Structure Plan for the City Centre

This document provides fine-grain development controls for the City Centre and will be based on State Planning Policy 4.2: Activity Centres and State Planning Policy 7.2: Precinct Design. It requires extensive background information and investigation to inform urban controls. Due to the amount of work to create and seek approval from the WAPC for a Precinct Structure Plan, it is unlikely to coincide with the introduction of the new scheme but should come in not long after. City Officers intend to include interim controls within the scheme to cover any absence.

- New or amended local planning policies or other documents

Policies will continue to be reviewed and updated to maintain consistency with the Scheme. Officers will consider whether it is appropriate and necessary to retain within a local planning policy any criteria that has been removed from the scheme, and what may need to be provided. Officers will also investigate whether any new local planning policies may be required to guide development under the draft scheme. This work will continue in tandem with the Scheme.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council

OFFICER'S RECOMMENDATION

Council notes the informal consultation undertaken for the new scheme, as provided in the attachments.



PFC2607-2 O'CONNOR INDUSTRIAL AND COMMERCIAL AREA REVIEW

Meeting date: 13 July 2026
Responsible officer: Manager City Planning
Voting requirements: Simple Majority Required
Decision making authority: Council
Attachments: 1. O'Connor Industrial Interface Review

SUMMARY

In 2026, the City of Fremantle (the City) is undertaking work to develop new Local Planning Scheme No. 5. Part of the process includes internal workshops with Elected Members to explore analysis and operation of the existing scheme, as well as investigating ways to implement the City's Local Planning Strategy in the new draft document.

The purpose of this report (Attachment 1) is to present analysis of the O'Connor Industrial zone, Commercial zone and associated Buffer Area (industrial interface). A summary of Elected Member Workshop 3, which focused on exploring this issue is also provided.

It is recommended that the new scheme explore ways to better protect the existing strategically important O'Connor industrial area in line with State Government guidance and with consideration to the unique attributes of the place.

BACKGROUND

The City's Economic Development Strategy found that the O'Connor Industrial Precinct accounted for 17 per cent of jobs in 2021 and had a strong manufacturing base, accounting for 25 per cent of its local jobs. The industrial base is critically important in supporting local businesses as a manufacturing, warehousing and distribution hub, and should be protected and enhanced

The City's Local Planning Strategy 2026 identifies the following planning actions to be carried out in relation to the O'Connor Industrial area:

- Reviewing the Industrial zoning of residential properties in O'Connor.
- 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.



The purpose of the O'Connor Industrial Interface Special Control Area (buffer zone) is to protect industrial land from encroaching non-industrial land uses that may affect their viability and consequently the economic performance of the area. In turn, the buffer offers protection to adjoining residential properties from the threats to amenity associated with industrial activity such as noise, traffic, emissions, and beyond.

Various neighbouring local government local planning schemes have been reviewed in conjunction with the State Government planning framework and Manner and Form – Consistent Local Planning Schemes May 2024 planning reform paper. City officers have also conducted a land use audit of the area and visually corroborated a desktop analysis with a site inspection. This information is presented in Attachment 1.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

The *Planning and Development (Local Planning Schemes) Regulations 2015* set out the process for amending the local planning scheme.

STRATEGIC IMPLICATIONS

This is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Liveable City - Sustainable growth in city centre population

- Fremantle is recognised as a development-friendly city as a result of flexible and adaptable approaches to planning.

Thriving City - Attraction and retention of diversified investment and talent

- Fremantle holds a reputation as a desirable place to work and visit which attracts investment from businesses and developers.

CONSULTATION

Formal community consultation on any new, draft scheme will occur after endorsement from the Minister for Planning. Preliminary fact finding and stakeholder engagement is occurring, and new provisions of a scheme will follow



the adopted Local Planning Strategy and Strategic Community Plan which has also been through an engagement process.

OFFICER COMMENT

City Officers have undertaken a review of the O'Connor area and the existing planning framework that applies to it. A report presenting the findings is included in Attachment 1 and identifies several challenges for the area:

- Noise, odour and traffic impact to adjoining residential and commercial land zones places risk of operations being limited or curtailed for industrial activity.
- Diversity of existing and approvable land uses within the industrial zone that may be in conflict with noisy, intensive industrial uses through type of activity or increase in traffic.
- Fragmentation of land through subdivision, resulting in a permanent loss of larger lots.
- Aligning local planning controls with State Government requirements (manner & form).

A comprehensive review of the Industrial and Commercial zones has found a need to ensure that any changes allow existing industrial business activity to continue and extend logically without endangering viability where such amenity impacts are manageable. Guidance from the State Government indicates that the efficacy of the industrial area should be protected by limiting the range of non-industrial uses that can be considered in the zone and investigating whether controls are needed to guide subdivision.

Encroachment of non-industrial uses into the O'Connor Industrial zone may limit its future use as an industrial base supporting local commercial activity. The current historic pattern of land use and subdivision has the potential to negatively impact the viability of the zone. The report in Attachment 1 notes several areas which should be explored in the context of a new planning scheme:

- Expanding and improving the buffer area and its land use and built form controls;
- Reviewing allowable non-industrial land uses within the Industrial zone to protect industrial activity;
- Normalising zoning along the existing buffer to reflect existing service commercial uses on major traffic routes; and
- Considering whether subdivision controls are required to reduce land fragmentation.



As part of the review, City Officers have investigated introducing a new Light Industry zone based on the State Government's Model Scheme Text to provide a transitional zone between General Industry and Residential. This could be done either alone or in conjunction with a Special Control Area to codify the buffer zone into the new scheme. Local planning policy/s may also be developed to support the provisions and assist developers and decisions makers in the use of discretion.

Planning Framework Committee Workshop #3

On 18 June 2026, City officers met with elected members at the Planning Framework Committee (PFC) workshop in advance of the PFC meeting on 13 July 2026 to discuss the O'Connor Industrial Interface, and the Industrial zone overall. This discussion centred on:

- Land use permissibility in the Industrial zone
- The O'Connor Industrial Interface (Buffer Zone)
- Subdivision of Industrial-zoned land resulting in permanent fragmentation

Land Use

At present, current allowed uses in the Industrial zone which may be incompatible with the surrounding industrial area include:

Amusement Parlor
Club Premises
Community Purpose
Consulting Rooms
Educational
Establishment
Hospital
Hotel
Liquor Store – Large
Medical Centre
Office
Place of Worship
Public Amusement
Recreation – Private
Restaurant
Small Bar
Tavern



The PFC workshop discussed how the incompatibility of many of the land uses in the Industrial zone has been a source of conflict and ongoing compliance action for the City. The industrial zone is a key source of City employment and supports the operation of other business within the City. It should therefore be protected from encroaching uses that may limit viability.

Any changes to land use permissibility should also consider land use zoning changes, particularly around intersections where large commercial showrooms currently dominate.

Buffer Zone

The current Buffer Zone is intended to protect residential development from amenity impacts by nearby industry uses and vice versa. There are existing gaps within the buffer zone that presents an amenity risk for non-industrial businesses and occupants experiencing undue levels of traffic, noise, and odour and, in turn, a viability risk to industrial businesses experiencing risks of complaints from non-industrial businesses and occupants. The activity within the Industrial zone complements and supports existing Fremantle businesses, as well as providing employment for the area. To maintain amenity between the two types of land uses, the buffer zone should be amended to address existing gaps.

The issues discussed during the workshop are also supplemented with the review of the O'Connor Industrial Interface contained within Attachment 1.

Subdivision

The Industrial Land Steering Committee 10-Year Industrial Land Strategy 2025 reveals that the Central Sub-region (refer to maps below) industrial estate's employment density is significantly higher than that of industrial areas in outer regions. Critically, with the changing nature of industries, industrial employment levels in the Central sub-region are expected to increase.

The *2012 Economic and Employment Lands Strategy* is the most recent publicly available data pertaining to minimum lot size demand according to industrial activity. Consultation with key industry bodies and private landowners revealed that most land demand stemmed from two distinct categories:

1. International and national firms seeking large warehouses (greater than 4000m²) and land areas (exceeding 2-3 ha).
2. Small scale local businesses seeking warehouse space less than 1000m².

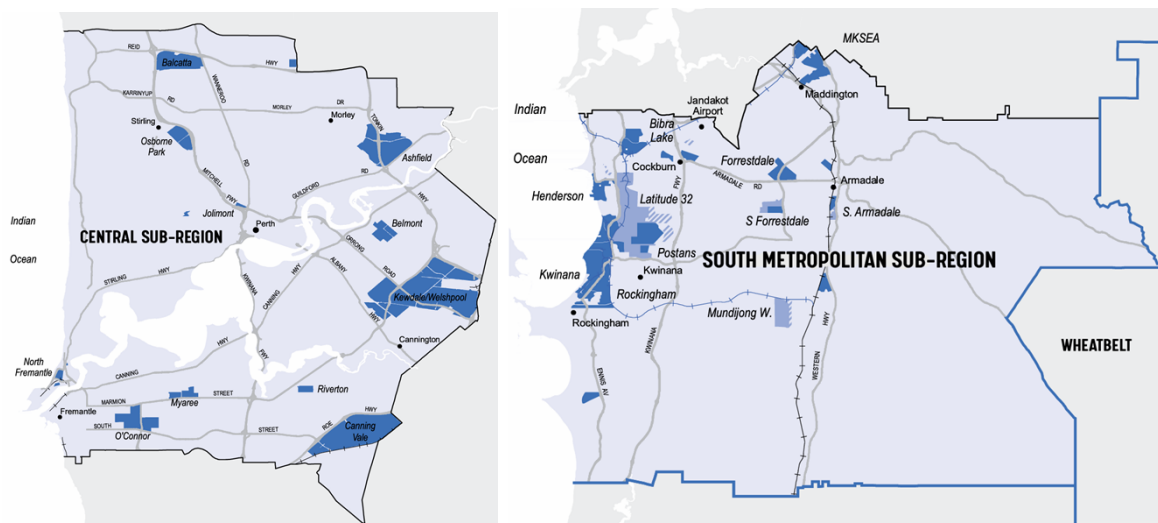


Figure 1: Excerpts from Industrial Land Steering Committee 10-Year Industrial Land Strategy 2025

There are only a small selection of larger lots left within O'Connor which currently present the best opportunity for businesses to pursue larger scale manufacturing and assembly onsite (see map below). This acts as an employment generator and enhances the appeal of the land because it reduces cost for the operators. However, there are currently no statutory controls in place to prevent the land from being subdivided, whether by freehold subdivision or built strata where several units share services and carparking for instance. Once lots are subdivided, they are very rarely amalgamated again, thereby risking the complete loss of large lots.

The carparking demand intensity also tends to be higher for smaller tenancies due to the nature of the associated land uses (i.e. car parking requirements for a warehouse tends to be substantially less than consulting rooms or an office). This trend is resulting in land fragmentation within O'Connor and means that larger scale businesses are a) less likely to establish or remain in O'Connor and b) larger businesses are more likely to be adversely affected by the consequences of juxtaposing their operations adjacent to smaller / built strata lots which may have higher traffic demands.

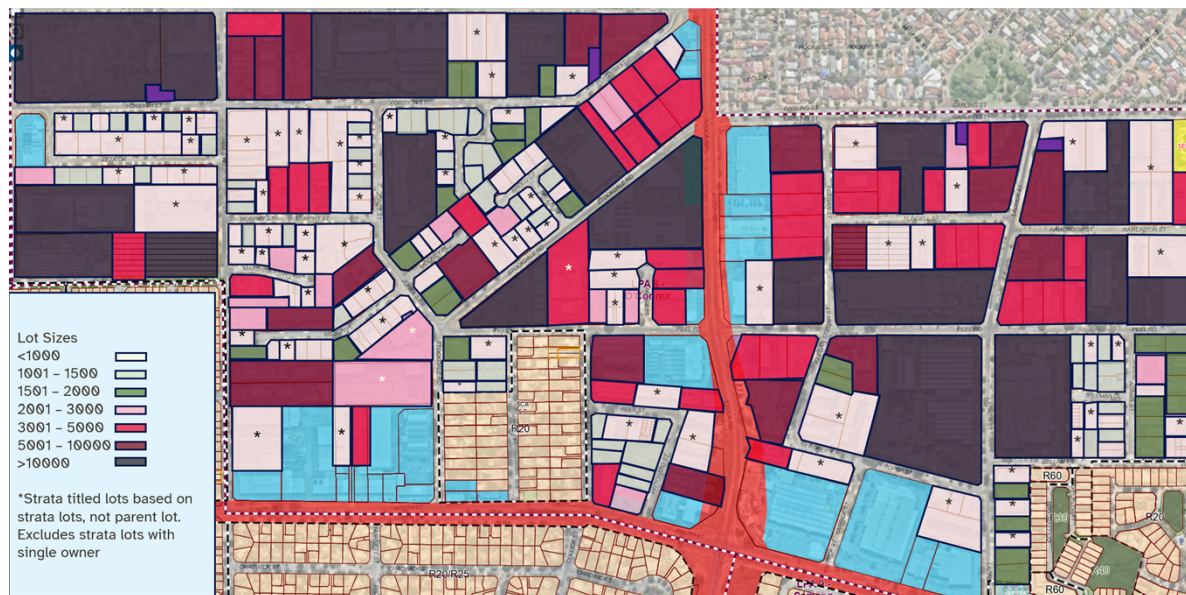


Figure 2: Aerial map depicting current scale of land within O'Connor based upon square metreage.

CONCLUSION

The review presents a series of questions regarding appropriate land use in conjunction with the General Industry (currently Industrial), Light Industry, and Service Commercial zones. Land use permissibility has been reviewed based on consideration of the Manner and Form template, existing City practice and known challenges, and contextual examples from neighbouring local governments with similar industrial interface considerations. It is recommended that a new scheme consider:

- Expanding and improving the buffer area and its land use and built form controls;
- Reviewing allowable non-industrial land uses within the Industrial zone to protect industrial activity;
- Normalising zoning along the existing buffer to reflect existing service commercial uses on major traffic routes;
- Considering whether subdivision controls are required to reduce land fragmentation.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council



OFFICER'S RECOMMENDATION

Council receives the report and notes that the issues raised will be explored as part of the drafting of the new local planning scheme.



PFC2607-3 HERITAGE PROTECTION AND WEST END

Meeting date:	13 July 2026
Responsible officer:	Manager City Planning
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. Heritage Protection and West End Report Figures

SUMMARY

In 2026, the City of Fremantle (the City) is undertaking work to develop new Local Planning Scheme No. 5. Part of the process includes internal workshops with Elected Members to explore analysis and operation of the existing scheme, as well as investigating ways to implement the City's Local Planning Strategy in the new draft document. The purpose of this report is to provide the Planning Framework Committee with a summary of Elected Member Workshop 1, which focused on Heritage protection and the West End.

Providing appropriate protections in the Scheme for heritage places within the City is integral to retaining the unique heritage and character of Fremantle. It allows for appropriate development of each individual place to ensure its ongoing use or reuse, and recognises the long-term value these buildings provide to the overall sense of place.

This report recommends that Council receives this report and notes that the outcomes of the workshop will inform the drafting of a new Local Planning Scheme.

BACKGROUND

In line with the resolution of the Local Planning Scheme No. 5 Project Overview report (PFC2604-1) presented to the Planning Framework Committee (PFC) on the 13 April 2026, the first workshop with the members of the PFC and elected members was held on 29 April 2026. The workshops are not intended to be a final resolution of the scheme provisions, rather form part of the engagement in developing the draft.

The focus of this workshop was heritage protection within the planning scheme. There are a number of elements of the local planning framework relating to heritage which will not be changed as part of the review and preparation of Local Planning Scheme No. 5 (LPS5). These being:



- State heritage listing of the West End
- Heritage Act
- Individual local and state registered places
- Heritage areas and lists (noting ongoing program of review of heritage places and areas to ensure robustness of lists)
- Regard for and the assessment of heritage impact as detailed in the *Planning and Development (Local Planning Schemes) Regulation 2015*
- Local planning policies relating to heritage, i.e. Local Planning Policies 3.6: Heritage Protected Places Built Form and Land Use and 3.21: West End Heritage Area.

The workshop discussed general heritage protections in the current Local Planning Scheme No. 4 (LPS4) and the height controls for the West End.

Bounded by Market Street to the east, Collie Street and Marine Terrace to the south, Little High Street to the west and the rail line to the north, the West End Heritage Area constitutes a substantial portion of the central area of Fremantle. This Area is characterised by small lots, narrow streets and buildings of similar size and form. The area remains highly intact with a predominance of buildings dating from the mid nineteenth century to the early twentieth century. Streets are relatively homogenous with attached buildings two to three storeys in height, constructed to the street boundary. The West End Heritage Area, along with other heritage places within the City, is an important cultural and tourism asset to the City.

FINANCIAL IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

This is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Liveable City - A unique built heritage and history that is preserved, protected and shared

- The matters contained in this report align to the intent of this theme's outcome.



This item is also guided by and in keeping with the following Action in the City's Local Planning Strategy:

- 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 assorted policies including specific heritage area policies.

This item is guided by the following Priorities from the City Plan: City Centre document:

- 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.

CONSULTATION

Formal consultation on any new, draft scheme will occur after endorsement from the Minister for Planning. Preliminary fact finding and stakeholder engagement, is ongoing and discussed further in a separate Council report.

OFFICER COMMENT

Analysis – Current Scheme

Preparation of the new scheme will need to consider broad heritage protection and specific height controls in the West End.

The West End Heritage Area is included in sub area 1.3.1 of Schedule 7 of Local Planning Scheme No. 4 (LPS4), as illustrated in Figure 1 below. Current scheme provisions limit height to a maximum of 3 storeys with an additional storey where it is not visible from the street. In applying the additional storey, Council is to be satisfied that the proposal is consistent with predominant height patterns and not detrimental to the amenity of adjoining properties and the locality, consistent with conservation objectives for the site and any other relevant local planning policies.



Sub
Area
1.3.1

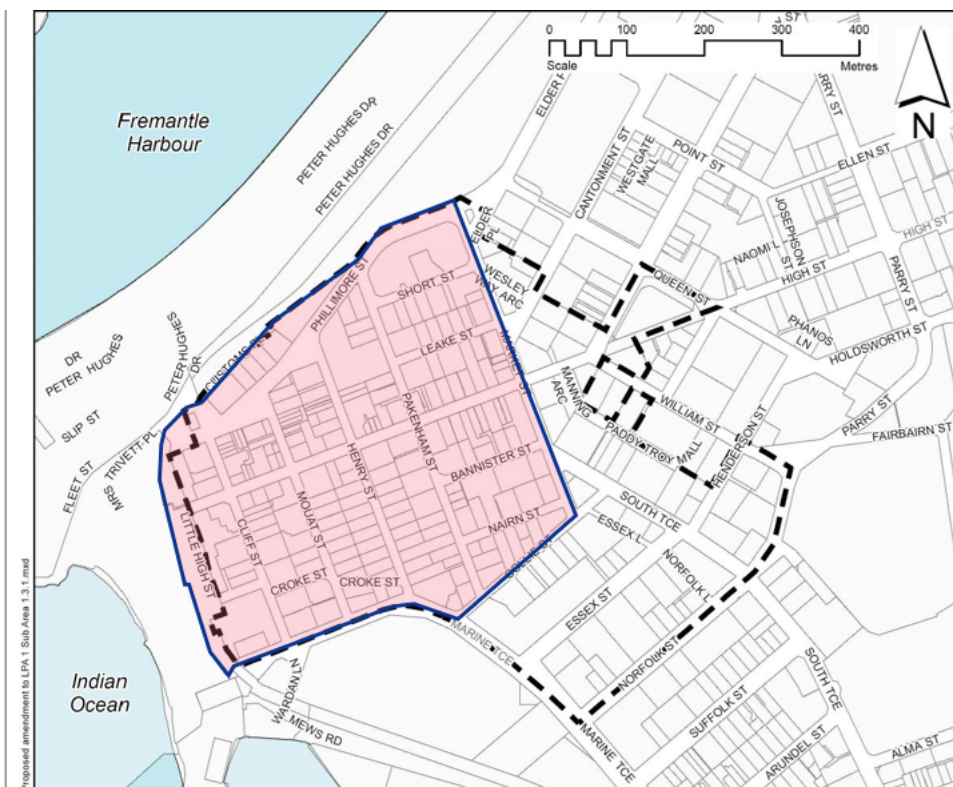


Figure 1: Sub Area 1.3.1 (dashed line) and West End Heritage Area (in pink)

The City's Local Planning Strategy prioritises an increase of density in the City Centre, with a target of around 10,000 people, and generally directing height outside the West End due to its high heritage significance. The Strategy recognizes that the West End itself is not the most suitable location for concentrated density, but increased scale may be accommodated outside its boundaries, particularly to the north. This is further highlighted in the City Plan: City Centre document, as shown below in Figure 2.

What

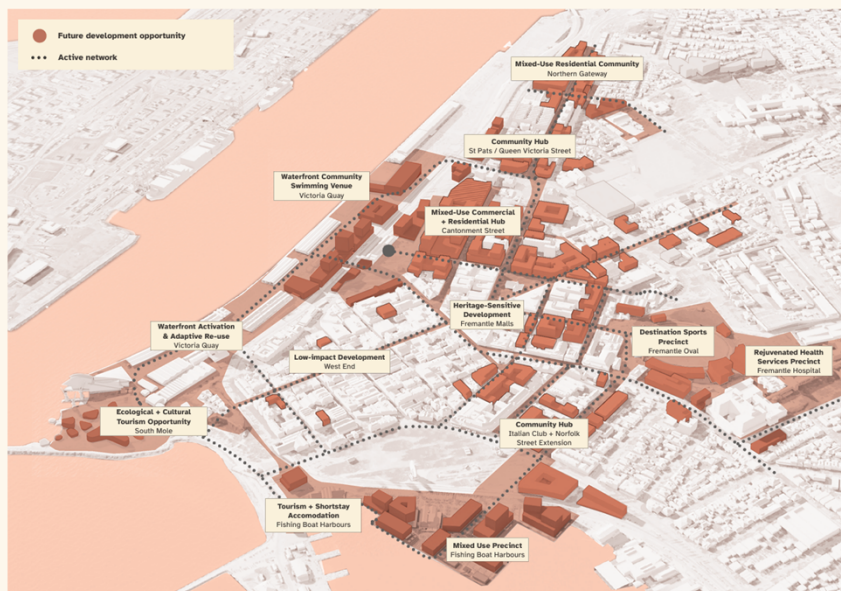
Thriving City Spatial strategy

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.



City Plan: City Centre | AUGUST 2025

City of Fremantle

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Figure 2: Excerpt from City Plan: City Centre

Partial or complete demolition of heritage places across the City is required to be tested against Clause 4.14 of the current scheme, which restricts development involving the loss of heritage fabric of some significance.

Clause 4.14 of the existing scheme states:

Council will only grant planning approval for the demolition of a building or structure where it is satisfied that the building or structure:

- (a) has limited or no cultural significance, and*
- (b) does not make a significant contribution to the broader cultural heritage significance and character of the locality in which it is located.*

While recently contentious in the Elders Woolstores adaptive reuse matter, the clause has generally been valuable in enabling Council to assess proposals on their merits through independent heritage impact statements, consistent with established Burra Charter practice.



Summary of Workshop

While Sub Area 1.3.1 of the Scheme currently has a nominal three-storey height limit, with discretion for a fourth subject to criteria, there is discretion available for higher development and some recent major approvals have varied these controls. Discussion raised questions about whether the existing height controls are effective, whether capping height is meaningful, and whether controls should better align with the State-designated West End area while allowing greater height elsewhere. Further work will be undertaken in developing draft scheme provisions with this under consideration, noting that heritage rationale will need to be at the core of this consideration.

There is also debate about whether visibility from the street should be the primary constraint and if the current level of discretion may be excessive. Currently, “visible from the street” is generally defined as the angle of view from a pedestrian standing across the street. Anything not visible from that location fits within the definition. However, this does not take into account street intersections or the impact on roofscape views from above, which may also impact the overall West End setting. If strong heritage protection is genuinely intended for the West End, the planning framework may need to include a clearer definition of curtilage, explicit identification of where discretion applies, and a clearly delineated “inner circle” that is treated as sacrosanct.

There was consensus that Clause 4.14, which places specific tests over demolition, should be retained, as it has served the City well in protecting its built heritage. Discussion acknowledged the need to manage incremental loss of heritage fabric, recognise different forms of significance (including social and internal elements), and apply discretion more clearly—particularly for lower-level heritage places—guided by Statements of Significance. The Woolstores case highlighted the need for clearer policy to formalise this discretion, ensure a holistic approach beyond façades, and keep the Scheme simple while better reflecting current practice.

An additional report in this agenda considers broader provisions for the City Centre, and includes consideration of the areas immediately adjacent to the West End.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required



DECISION MAKING AUTHORITY

Council

OFFICER'S RECOMMENDATION

Council receives the summary of Planning Framework Committee Workshop 1 and note that this will inform the drafting of a new local planning scheme.



PFC2607-4 CITY CENTRE

Meeting date:	13 July 2026
Responsible officer:	Manager City Planning
Voting requirements:	Simple Majority Required
Decision making authority:	Council
Attachments:	1. City Centre Report Figures

SUMMARY

In 2026, the City is undertaking work to develop new Local Planning Scheme No. 5. Part of the process includes internal workshops with Elected Members to explore analysis and operation of the existing scheme, as well as investigating ways to implement the City's Local Planning Strategy in the new draft document. The purpose of this report is to provide the Planning Framework Committee with a summary of Elected Member Workshop 2, which focused on the City Centre.

This report recommends Council receives this report and notes that the outcomes of the workshop will inform the drafting of a new Local Planning Scheme.

BACKGROUND

In line with the resolution of the Local Planning Scheme No. 5 Project Overview report (PFC2604-1) which was presented to the Planning Framework Committee (PFC) on the 13 April 2026, the second workshop with the members of the PFC and elected members was held on 21 May 2026.

The focus of this workshop was the City Centre. The workshop discussed various elements to be considered in future development within the City Centre area and how these can be addressed in the Scheme.

The City's local planning framework is guided by the Local Planning Strategy (Strategy), endorsed by the Western Australian Planning Committee (WAPC) in February this year. This document provides the strategic direction for the City's Local Planning Scheme and accompanying local planning policies. In addition, the City Plan: City Centre is a visioning document which was endorsed by Council in 2025, following extensive community engagement, and provides further guidance for the preparation for development controls for the City Centre.

In recognition of the importance of the City Centre, Council adopted a City Plan in August 2025. The impetus for the plan was to address the following need:



- Respond to our Strategic Community Plan
- Build on past work
- Unlock obvious potential
- Respond to strategic shifts
- Protect and activate heritage
- Support our culture
- Respond to community needs
- Create a 7 day economy

The plan sought to shape a vision for the future, striving for a mixed use City Centre, reignited by high density living with a high quality lifestyle and amenity offering. After significant analysis, key precincts were identified within the City Centre, each of which have unique challenges, opportunities and character that dictate how and where future transformation might take place. The City Plan contributes to an evidence base for us to begin the drafting of new provisions in Local Planning Scheme No 5 to realise this vision and protect what is important.

Following the preparation of draft Local Planning Scheme No. 5 (LPS 5) officers are proposing the development of a structure plan for the City Centre zone to provide more detailed controls. The structure plan allows more detail and nuance in provisions, to further evolve the sophistication of the framework. Officers will also be updating the current local planning policies and adding any new ones that may be needed to support the new scheme.

Since the gazettal of Local Planning Scheme No. 4 (LPS 4) several scheme amendments have been introduced to facilitate increased development within the City Centre. An example of this is Scheme Amendment 49 (sub area 1.3.2), which modified development standards on key sites within the City Centre with the objective of increasing retail and commercial activity and residential population. Of the sites within the sub area, substantial redevelopment has occurred on the following (with some additional sites obtaining planning approval):

- No.1 (No. 28 Cantonment Street, Fremantle – Coles development– partial redevelopment)
- No. 4 (No. 52 Adelaide Street, Fremantle – Little Lane- partial redevelopment)
- No. 9 (FOMO)
- No. 11 (Walyalup Civic Centre)

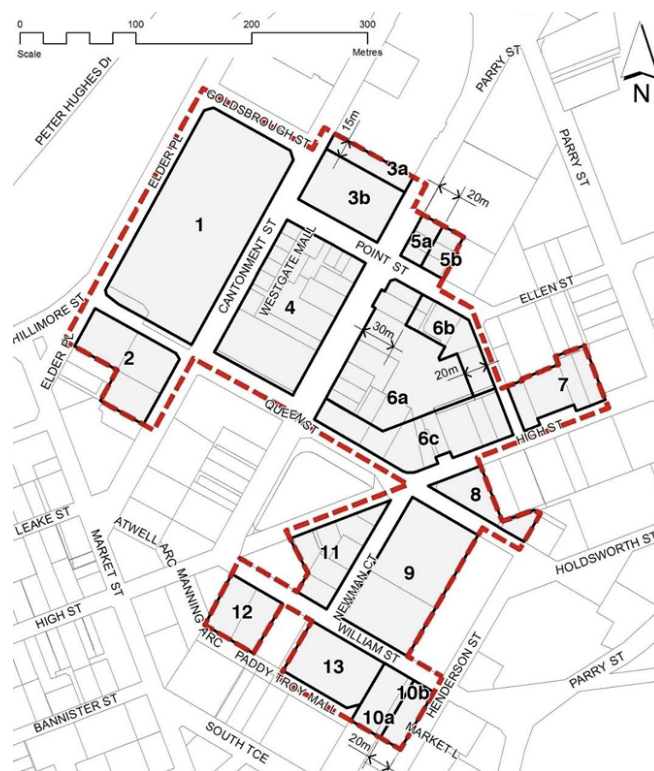


Figure 1: Sub Area 1.3.2 (LPS4)

Significant work was undertaken to identify key sites within the City Centre that offered opportunity for development, with detailed provisions to control built form and use placed on them. Unfortunately, while the intent of this amendment was sound it has not resulted in delivery of built outcomes across many of the sites. Feedback from the Department of Planning, Lands and Heritage (DPLH), stakeholder groups and the community, is that amendments like this, while well intentioned, tended to be overly complex and difficult to navigate. With the state planning framework having evolved to include precinct structure plans, and substantial improvements to state planning policies that require detailed assessment of design, it is time to review how we may deal with development in the zone.

The Officer Comment section of this report provides a summary of the analysis of the City Centre presented to workshop participants as well as a summary of the workshop discussion.

FINANCIAL IMPLICATIONS

Nil



LEGAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

This item is in keeping with the City of Fremantle's Strategic Community Plan 2024 – 2034:

Liveable City - Sustainable growth in city centre population

- The matters contained in this report align to the intent of this theme's outcome.

Liveable City - Sustainably designed and optimised urban and natural environments

- The matters contained in this report align to the intent of this theme's outcome.

Liveable City - A unique built heritage and history that is preserved, protected and shared

- The matters contained in this report align to the intent of this theme's outcome.

This item is guided by and in keeping with the following Action in the City's Local Planning Strategy:

- 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.

This item is guided by the following Priorities and Actions from the City Plan: City Centre document:

- Thriving City: 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.
- Thriving City – Review planning scheme and activity centre plan to better support and attract city centre housing.

CONSULTATION

Formal consultation on any new draft scheme will occur after endorsement from the Minister for Planning. Preliminary fact finding and stakeholder engagement is ongoing and discussed further in a separate Council report.

OFFICER COMMENT

Analysis

Across various planning documents there are currently a number of definitions of what constitutes the City Centre area. For example, as illustrated in Figure 1 (See also Attachment 1) below, the area designated in Local Planning Scheme No. 4 (LPS4), the City Plan document and the Metropolitan Region Scheme (MRS).

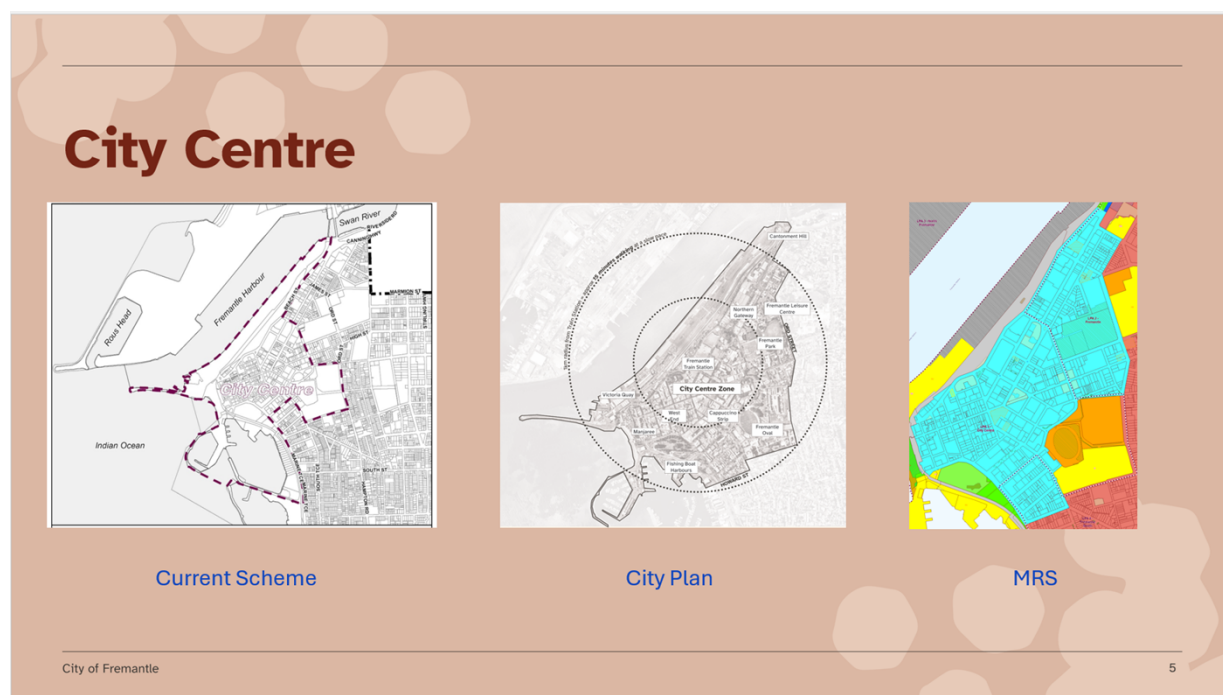


Figure 2: City Centre areas

The following series of maps, found at Figures 3 and 4 (see also Attachment 1), illustrate the maximum height permitted under LPS4, the location of heritage places, and lot size. These maps demonstrate opportunities and constraints for development in the northern and southern areas of the City Centre.



Figure 3: City Centre northern area

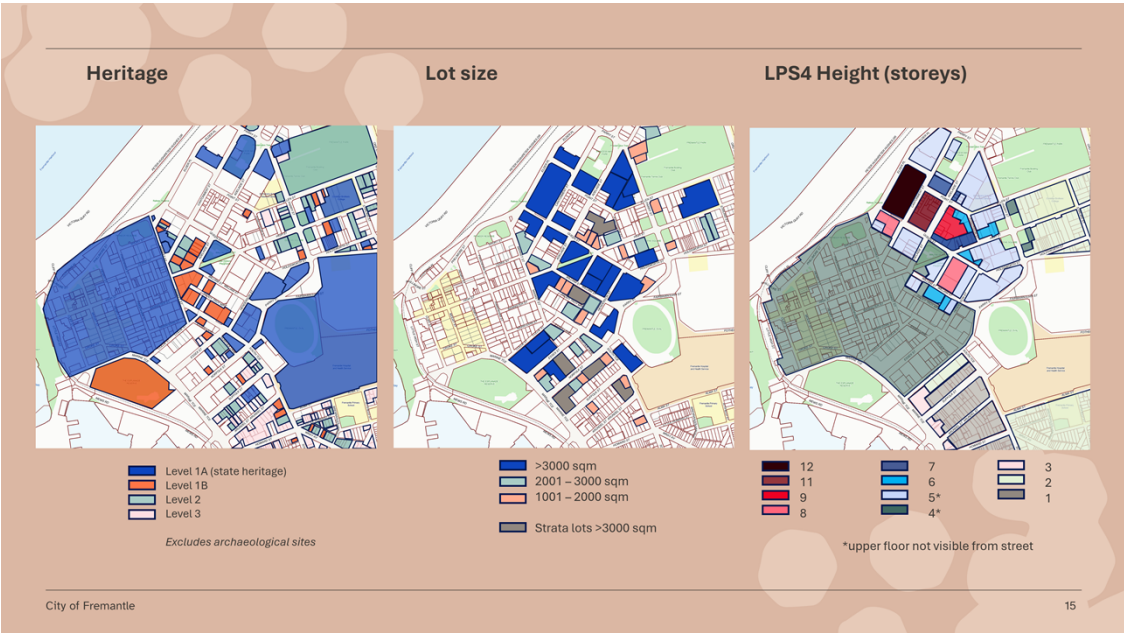


Figure 4: City Centre southern area

Redevelopment is currently constrained by factors such as fragmented land ownership, small lot sizes, heritage considerations, regulatory requirements (including the National Construction Code), and underutilised development potential. Factors outside of the City’s control that have inhibited development include land costs, construction costs, worker shortages, and a lack of companies that can build large-scale apartment complexes.



The current scheme also contains some building form development controls such as ground and upper floor street setbacks, land use requirements, and a prohibition on ground floor residential units along certain streets. There are also incentives for additional development which have not been realised due to their complexity.

Summary of Workshop Discussion

Presentation of the review and analysis of development and the opportunities and constraints for development within the City Centre area guided valuable discussion in the Workshop. It was discussed that the designation of the City Centre zone in Local Planning Scheme No. 5 (LPS5) will likely be more closely aligned with the MRS City Centre zone.

Officers outlined the intent to develop a Structure Plan which will cover the entire (new) City Centre zone following the preparation of LPS5. The Structure Plan will be able to investigate finer grain controls and will be an extensive exercise. It is expected to take about 12 months to develop a structure plan draft and this work will begin once LPS5 has been submitted to the Commission for approval to advertise. In this way, final endorsement should line up closely with the gazettal of LPS5. However, interim development controls for the City Centre will still need to form part of LPS5 to guide development in the absence of a Structure Plan. These controls would bridge any gap between Scheme commencement and Structure Plan endorsement, as well as be in place should the Structure Plan lapse for any reason in the future. Detailed local planning policies will also remain valid and additional policies that may be needed will be developed to further guide development and any discretion applied.

Discussions were guided by the maps illustrating the maximum height permitted under LPS4, the location of heritage places, lot size, locations for pedestrian access, a prohibition on residential at ground floor, and road widening requirements. It was recognised that due to the unique circumstances and character of the City Centre, there are some real challenges to development. Workshop participants acknowledged that a targeted approach to allowing redevelopment focused on key areas like William Street and Queen Victoria Street, supported by design requirements rather than blanket upcoding, could be appropriate.

The northern portion of the City Centre (lots north of Parry Street as shown in Figure 2 above) was identified as the most suitable area to accommodate increased height and density with minimal heritage impact, though further testing of planning controls and urban design scenarios is required. Current planning settings may unintentionally limit optimal outcomes on key sites, including



prominent corner locations, where greater height and more flexible land use provisions—such as permitting full residential use on smaller lots or enabling future adaptability—could better support redevelopment.

Strategic opportunities exist to leverage underutilised sites, including car yards and City-owned land, to stimulate redevelopment and support more active street frontages. Overall, a more flexible and simplified planning framework could enable development while maintaining appropriate design quality and ensuring positive contributions to the Centre.

It is noted that this workshop focused more on the City Centre surrounding the West End, while recognising that any provisions will need to reflect the impact of development on this important area. It is anticipated that the new scheme would have distinct and separate provisions

Considerations for new scheme provisions

In line with the contemporary manner and form for local planning schemes, the provisions for development within the City Centre in a new scheme will be simplified from provisions contained in LPS4. As noted above, LPS5 will contain interim controls to guide development on the City Centre while a Structure Plan is prepared. Local planning policies will continue to play an important role to support these key documents also.

While recognising the need to simplify controls, there is a need to consider the unique characteristics of the Fremantle City Centre. Its setting on the edge of a port, a core of significant heritage and regional centre significance mean that careful consideration will be given to developing new provisions.

To guide development, controls in the new scheme may consider:

- Resolution of the boundary of the City Centre zone, including extending its current boundaries into areas that surround the centre, allowing for more cohesive centre planning;
- Translation of opportunities for development that have been identified in the City Plan into planning rules (building height, density, land use) across the key precincts;
- Site responsive built form provisions in areas around the West End providing a transitional buffer to protect the significant place and providing opportunity for appropriate development that supports the core;
- Density changes in key locations near transport to improve opportunities for diverse and affordable types of residential development;



- Consideration of simplified built form provisions such as building height across the zone;
- Land Uses and zone objectives to support growth of the Centre and promote a seven (7) day economy with consideration to allowing residential development to ground level in certain locations, and prioritising entertainment and hospitality in areas where they are less likely to create conflict; and
- Transition between zones surrounding the City Centre.

Discussion on the analysis and opportunities for the West End portion of the City Centre, is included in a separate report.

VOTING AND OTHER REQUIREMENTS

Simple Majority Required

DECISION MAKING AUTHORITY

Council

OFFICER'S RECOMMENDATION

Council receives the summary of Planning Framework Committee Workshop 2 and note that this will inform the drafting of a new local planning scheme.



Motion of which previous notice has been given

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

Nil.

Urgent business

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

Late items

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

Confidential business

Nil.

Closure