



**Record of approval dates of the Victoria Quay Commercial Precinct Plan**

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## PREPARED FOR FREMANTLE PORTS BY CODA IN ASSOCIATION WITH:

Urban Design / Architecture: CODA  
Commercial Property Analysis: Pracsys  
Community Engagement: Creating Communities  
Heritage Planning: Griffiths Architects  
Statutory Planning: Allerding & Associates  
Traffic Engineering: ARUP

## ACKNOWLEDGEMENTS

The Victoria Quay Commercial Precinct Plan, Pioneer Park Precinct Plan and Station Precinct Plan is the result of a highly collaborative and open consultative process that involved an extensive representation of individuals and organisations.

Many residents, business owners, landowners, students, key stakeholders and various other interested parties have contributed their time, effort, experiences, expertise, knowledge and ideas throughout the process. Their participation in meetings, workshops, presentations, site tours, online surveys and written correspondence has been invaluable to the process of developing this Precinct Plan.

Thank you to all who participated, specifically, key individuals whose support and work have enhanced the outcomes of the Precinct Plan are acknowledged here.

## FREMANTLE PORTS

Gino Valenti - General Manager Strategy and Planning  
Franco Andreone - Manager Fremantle Waterfront Development  
Ainslie de Vos - Manager External Affairs

## CITY OF FREMANTLE

Phil St John - Director of Planning  
Ian James - Strategic Urban Designer

## PUBLIC TRANSPORT AUTHORITY (PTA)

Martin White - Executive Director  
Rod Cousins - Manager Land and Property Services  
Kim Walliss - Land Officer

## DEPARTMENT OF PLANNING

Mathew Selby - Planning Director, Metropolitan Central

## STATE HERITAGE OFFICE

Graeme Gammie

## FREMANTLE UNION

Stuart Hicks AO

## FREMANTLE CHAMBER OF COMMERCE

Tim Milsom - Chief Executive Officer

## VICTORIA QUAY WATERFRONT TASKFORCE

June Hutchison

## FREMANTLE SOCIETY

Roel Loopers

## FREMANTLE HISTORY SOCIETY

Anne Brake

## FREMANTLE INNER CITY RESIDENTS' ASSOCIATION

Mary-Rose Baker

## INNER HARBOUR COMMUNITY LIAISON GROUP

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# 1.0 EXECUTIVE SUMMARY



12.7 HA TOTAL SITE AREA  
 3.75 HA VQ COMMERCIAL PRECINCT  
 2.6 HA PIONEER PARK PRECINCT  
 6.4 HA FREMANTLE STATION PRECINCT

*Victoria Quay is an integral part of Fremantle. It has a distinctive maritime infrastructure and robust industrial character in a dynamic setting at the mouth of the Swan River.*

The Victoria Quay Commercial Precinct Plan along with Fremantle Station and Pioneer Park Precinct Plans will create:

- An integrated urban form that provides multiple connections from the Fremantle CBD to the Victoria Quay waterfront and Fremantle Railway Station
- New and re-activated destinations that enhance the identity, culture and history of the area
- Well designed and high quality urban spaces that are safe, inclusive, inviting and reflect the character of the place
- New buildings that are sustainable, creative in design and respond sensitively to the unique character of Fremantle and its working port
- Creative and adaptive re-use of the existing heritage fabric of the area in line with State Heritage Office requirements
- A re-designed bus interchange that will create a welcoming and civic entrance to the City, and a high quality urban space at the heart of all three precincts
- Shared streets that allow pedestrians and cyclists to feel safe and maximise connectivity between all three precincts.

## STRUCTURE AND VISION

The Victoria Quay Commercial Precinct Plan provides 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.

## RELATIONSHIP OF THE THREE PRECINCT PLANS

The three Precinct Plans together are intended to provide flexible but comprehensive guidance, giving the City of Fremantle (CoF), the Public Transport Authority (PTA) and Fremantle Ports a clear understanding of how each precinct is reliant on the other to achieve the Vision whilst enabling flexibility and multiple options within each Precinct Plan.

## FUTURE DEVELOPMENT WITHIN PRECINCT PLAN AREA

It is recognised that the methods of revitalising the under utilised east end of Victoria Quay (and its surrounds) as an exciting, pivotal, people-friendly destination will need to be commercially



prudent, self-funded and sustainable. Long term economic sustainability of development is supported through the diversity of building footprints and types (tower and low rise) with adaptable, multi-functional open spaces rather than a monolithic single building. This approach also supports the development of a rich mix of land uses and offers flexibility in the integration of the heritage buildings. Late night activities are encouraged and will complement day-time office use. These activities will not affect or be affected by the 24 hour a day port operations and freight trains.

#### USE AND YIELD

Victoria Quay's proximity to Fremantle Port operations means that uses sensitive to port activities (including residential) are not supported. The focus is therefore on commercial, retail/hospitality and community uses. Land Uses must not interfere with the safe navigation of ships as a result of any associated lighting or reflective building material.

Provision of around 30,000m<sup>2</sup> net lettable area (NLA) of commercial office space (plus associated car parking) in Victoria Quay's Commercial Precinct enables a key anchor tenant and support services to be established with lively retail/hospitality at ground level. A large portion of this is located within restored heritage sheds.

The VQ Commercial Precinct development is anticipated to employ

about 2,950 people on site and result in a direct creation of some 924 construction jobs.

#### HERITAGE AND INTERPRETATION

Victoria Quay is rich with stories and these offer meaningful interpretive opportunities within the Precinct and wider Victoria Quay and City of Fremantle. However, Victoria Quay currently lacks a variety of uses and defined public spaces that could replace the expanse of existing car parking area.

These spaces could be re-imagined and occupied to define a larger variety of public space and building types to generate increased activity and vibrancy for the area.

The benefits of conserving and adapting the site's unique heritage places and spaces outweigh any limitations. The Precinct Plan supports opportunities for interpreting the rich industrial and cultural heritage within existing and new buildings. The retention of the linear open space that exists throughout Victoria Quay will reinforce the distinctive qualities of the area (different from other parts of Fremantle). It will enhance direct connections to the port's commercial activities and support access to the harbor edge and Victoria Quay's other precincts.

#### PUBLIC SPACES WITHIN THE PRECINCT

The gritty character of a working port defines the primary open space. The

retention of disused rail tracks and their surrounds are reminders of a past working life. The continuation of Victoria Quay's long linear open space is defined further by its existing built form. Open spaces at the ends of the sheds provide unique outdoor dining and entertainment opportunities with a direct, yet comfortable, experience of the active working port.

#### CONNECTION

Currently, the physical connections between Victoria Quay and the city centre are weak. The locations for a new pedestrian and vehicle connection across the freight rail line are based on previously developed plans and approvals and are in much need of improvement.

To enhance these proposed connections, both Pioneer Park and the Commercial Precinct Plans support maximising the visual connection from the city to the working port. To facilitate physical pedestrian connection between the city and waterfront, the Precinct Plan contains provision for shelter along the main pedestrian axis as well as equitable access for all abilities. The Commercial Precinct will reconfigure more centrally the Fremantle Railway Station's current peripheral location in relation to the rest of Fremantle. This increases the importance of the station and its role as the primary transport mode for locals and visitors as part of the economic and cultural regeneration of the Fremantle city centre.

#### IMPACT OF VIEWS ON BUILDING BULK AND HEIGHT

Community consultation conducted for this report identified the importance of preserving views from specific streets in Fremantle to the working port and also to the Fremantle Railway Station. This priority has been achieved within the Precinct Plan with building height and bulk being located outside key view lines, but still enabling flexible floor space yields to facilitate commercially viable development. New views will result, such as viewing out from new buildings in the Commercial Precinct as well as from the city streets. These new views will enrich the complex way of experiencing the waterfront and the city, providing another layer to the story of Fremantle and its working port.







#### FUTURE IMPLEMENTATION

It is envisaged that initially Fremantle Ports will endorse the Precinct Plan and then submit the plan for endorsement by the Western Australian Planning Commission. The complexity of dealing with separate landowners (Fremantle Ports, City of Fremantle, Public Transport Authority) for adjacent precincts has been managed by all three agencies working collaboratively on this plan. Their continued cooperation is essential to the fulfillment of the Vision.




# 1.0 EXECUTIVE SUMMARY

## Integrated Indicative Development Plan showing Pioneer Park Precinct, Station Precinct and the Commercial Precinct

### KEY URBAN DESIGN ELEMENTS

-  Station Square
-  Relocated bus interchange east of Queen Street
-  Key pedestrian connections
-  Retention of east-west linear open space connections within Victoria Quay
-  Primary public space located within heritage curtilage adjacent to important heritage buildings
-  Key new buildings adjacent to heritage buildings




### OPEN SPACE/ PUBLIC SPACE

-  Primary public space in Victoria Quay Commercial Precinct
-  Fremantle Railway Station forecourt
-  Key public space linking the port to Fremantle Railway Station and city
-  Sheltered public space
-  Public space with commercial alfresco use
-  Pioneer Park with increased amenity
-  Public Open Space








### HERITAGE BUILDINGS AND CURTILAGE

- C and D Sheds
-  Moreton Bay Fig Tree
-  Amenities Building (CY O'Connor Centre)
-  Old Police Station (former Migrant Immigration Office)
-  Waiting Room
-  Remnant railway tracks
-  Old Oil Store
-  Taylor Memorial Drinking Fountain and Horse Trough
-  Archaeological site












### EXISTING BUILDINGS

-  Electrical sub-station
-  Puppet Theatre
-  Pump Station No.3










### HEIGHTS

-  1 - 2 storeys
-  2 - 3 storeys
-  2 - 3 storeys (subject to CoF approval)
-  3 - 4 storeys
-  4-6 storeys
-  10+ storeys
-  Existing buildings within precinct area





### NEW BUILDINGS

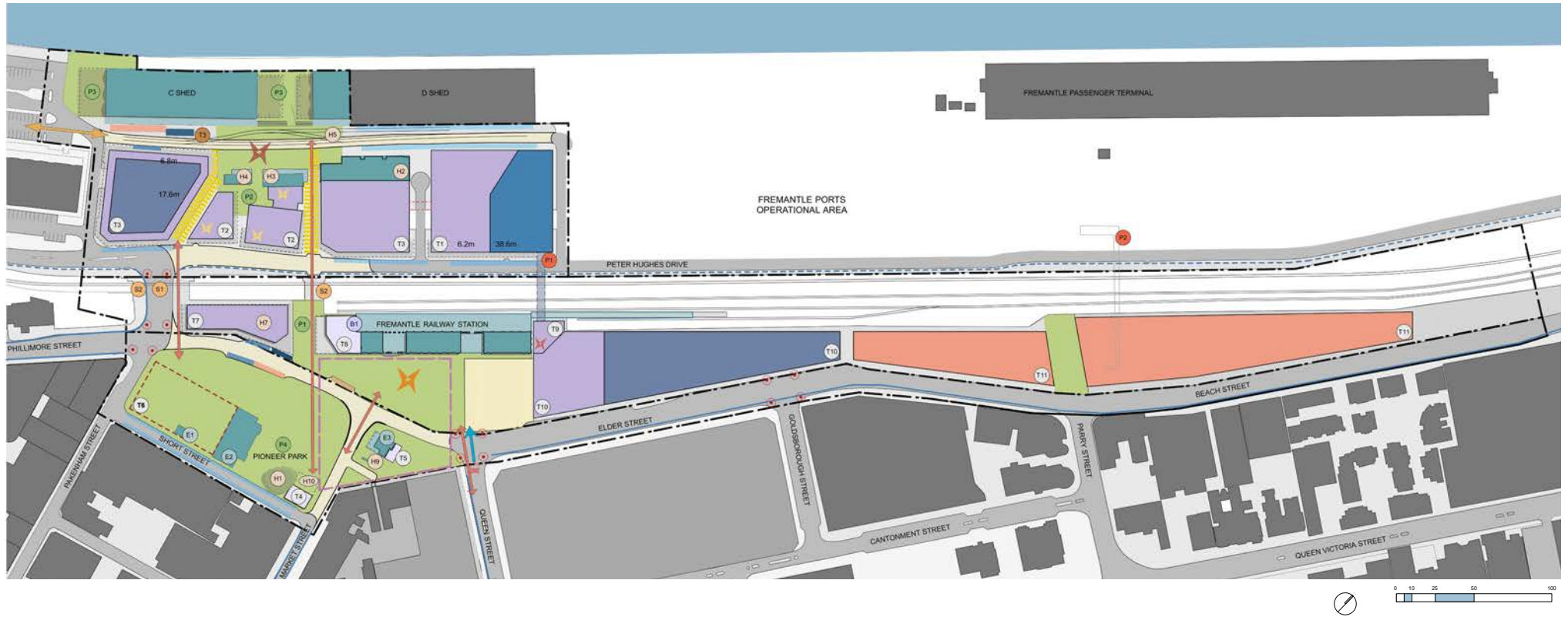
-  Podium/tower building type (Ports Administration)
-  Perimeter/street edge building type (West End vernacular)
-  Low rise building type (Port vernacular)
-  Public use building to highlight Pioneer Park's archaeology.
-  Pumping Station extension to support new use
-  Pioneer Park student or hotel building option
-  Retail/commercial building (requires removal of redundant track)
-  Western extension to Fremantle Railway Station (subject to approval)
-  Eastern building to Fremantle Railway Station (subject to existing infrastructure being relocated or incorporated and approval)
-  Air-space development over Bus Interchange (potential staff and commuter decked parking, public parking or commercial development, subject to approval)
-  Commercial use providing corner activation for decked car parking building

### TRANSPORT AND ACCESS

-  Bus interchange entry from Queen Street (subject to road network redesign)
-  CAT Bus Stop
-  Taxi stand
-  Bike lane
-  Bike lane shared path
-  Universal access parking
-  Street parking
-  Bike parking
-  Proposed pedestrian overpass (subject to approval. To provide connection between Fremantle Railway Station and the Commercial Precinct development)
-  Existing pedestrian overpass to Fremantle Ports Passenger Terminal (proposed Station Precinct's development may need to accommodate within the building envelope)
-  Canopy to Platform 3 (to improve patron amenity)
-  Drop-off zone
-  Indicative location of traffic signals

### STREETSCAPE & MOVEMENT

-  New road connection across rail line (subject to approval)
-  New pedestrian on-grade access over railway line (subject to approval)
-  Shared street
-  Shared path and pedestrian only connection





VICTORIA QUAY COMMERCIAL PRECINCT PLAN

# PART ONE

REGULATORY SECTION



## 1.0 REGULATORY REQUIREMENTS

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# 1.0

## Regulatory Requirements

# 1.0 REGULATORY REQUIREMENTS

## 1.1 The Endorsement and Modification to the Precinct Plan

The Commercial Precinct Plan applies to the land from the wharf edge from the western end of C and D Sheds and extending south to Peter Hughes Drive. Sections of the wharf behind C and D Shed are not included in the area and will continue to be used for port operations.

The land is reserved for Public Purpose - Special Use and Port Installations under the Metropolitan Region Scheme. Any development on this land is required to be determined by the Western Australian Planning Commission in consultation with relevant agencies.

The Precinct Plans have been prepared to provide an assessment framework for future development applications and to outline specific requirements in relation to land use, design, public realm and open space, car parking, height, setbacks and active frontages/streetscapes.

Future development will be assessed against the Precinct Plan, and in particular the requirements of Part One of this document, once it has been endorsed by the WAPC.

Whilst the Precinct Plan envisages and provides for a range of future options in terms of land use, built form and design, there may be instances where modifications are required to the endorsed Precinct Plan in order to accommodate a desirable future development.

The process for modification to the Precinct Plan is:

1. WAPC is to determine whether the modification to the Precinct Plan is minor or major. In the event of a minor modification, the WAPC shall endorse the modification in consultation with the Fremantle Ports.
2. Where the modification is deemed by the WAPC to be a major modification, Fremantle Ports is to undertake public consultation on the proposed modification, including advertising in the local paper and allowing 28 days for public comment.
3. As part of the public advertising, Fremantle Ports is to forward details of the modification and supporting documentation to:
  - a. City of Fremantle for comment within a 28 day period, or such extended time frame as agreed to by Fremantle Ports.
  - b. Public Transport Authority for comment within a 28 day period, or such extended time frame as agreed to by Fremantle Ports.
4. Fremantle Ports to consider the modification, any submissions received and endorse the modification to the Commercial Precinct Plan or resolve to not endorse the modification and advise WAPC accordingly.

## 1.2 Interpretations

5. WAPC to consider the proposed modification to the Precinct Plan giving due consideration to the following Performance Criteria:

- a. Shall not compromise the overall function or integrity of the Precinct Area, and must be consistent with the Vision and Guiding Principles of the Precinct Plan;
- b. Shall not prejudice adjoining precincts in terms of interface or integration;
- c. Shall have a demonstrated improvement to the overall design and function of the Precinct Area;
- d. Having regard to the purpose for which the land is reserved under the MRS;
- e. The orderly and proper planning of the locality; and
- f. The preservation of the amenities of the locality.

Unless otherwise specified in this part, the words and expressions used in this Precinct Plan shall have the same respective meanings given to them in the City of Fremantle Local Planning Scheme No. 4 and the Metropolitan Region Scheme.

## 1.3 Vision and Guiding Principles

### 1.3.1 VISION

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, embracing its heritage, achieving enhanced connections between the waterfront and the city centre and enabling sustainable economic, social and environmental outcomes.

### 1.3.2 GUIDING PRINCIPLES

**PRINCIPLE 1:** Acknowledge the heritage, character and Special identity of the places and spaces in the project area

**PRINCIPLE 2:** Deliver safe, attractive, well-designed and inclusive places that will attract a diverse community

**PRINCIPLE 3:** Ensure that places and spaces provide for mixed uses, are adaptable and are multi-functional

**PRINCIPLE 4:** Develop places that are responsive to, and embrace, local environmental conditions

**PRINCIPLE 5:** Foster connectivity with the broader Fremantle City area to enable legibility and intuitive movement within and across places

**PRINCIPLE 6:** Enhance access to a range of transport scenarios

**PRINCIPLE 7:** Establish the conditions that will maximise business and economic opportunities and outcomes

**PRINCIPLE 8:** Develop a partnership approach with key stakeholders, ensuring shared responsibility for the effective management of the revitalised places and spaces



## 1.4 Endorsement of Fremantle Activity Centre Structure Plan

The City of Fremantle is preparing an Activity Centre Structure Plan for the Fremantle City Centre. The Commercial Precinct Plan will form part of that Structure Plan. In the event that the provisions of the Commercial Precinct Plan as contained in the Fremantle Activity Centre Structure Plan are modified by the City of Fremantle, the provisions of the Commercial Precinct Plan, as endorsed by WAPC under the Fremantle Waterfront Masterplan are to prevail in regard to assessment of planning applications within the Precinct, unless such modifications to the Precinct Plan are agreed to and endorsed by Fremantle Ports and the WAPC as modifications to the Commercial Precinct Plan.

## 1.5 Development Application Process

As the land contained within the Victoria Quay Commercial Precinct Plan is reserved under the MRS, decision making for any development rests with the Western Australian Planning Commission. Where the precinct plan does not provide specific deemed to comply requirements, or performance criteria, development shall be consistent with the overall function or integrity of the Precinct Area and must be consistent with the Vision and Guiding Principles of the Precinct.

All applications are to be assessed in accordance with the State Planning Policy 5.4 (SPP 5.4): Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

Any new pedestrian rail crossing for Fremantle Station is subject to the approval of the Office of Rail Safety.

A traffic study is a requirement of all future development applications.

Any development proposals affecting places of heritage significance shall be submitted to the State Heritage Office for comment via the WAPC approval process.

## 1.6 Implementation Plan

Funding opportunities need to be identified to contribute to the major infrastructure works that this precinct plan proposes. An Implementation Plan is to be prepared in consultation with Fremantle Ports, the City of Fremantle, the Public Transport Authority and the State Heritage Office, prior to development commencing. The Implementation Plan is to address potential capital improvement to the Precinct including the extension of Peter Hughes Drive and the construction of any new roads/pedestrian connections and public open space.

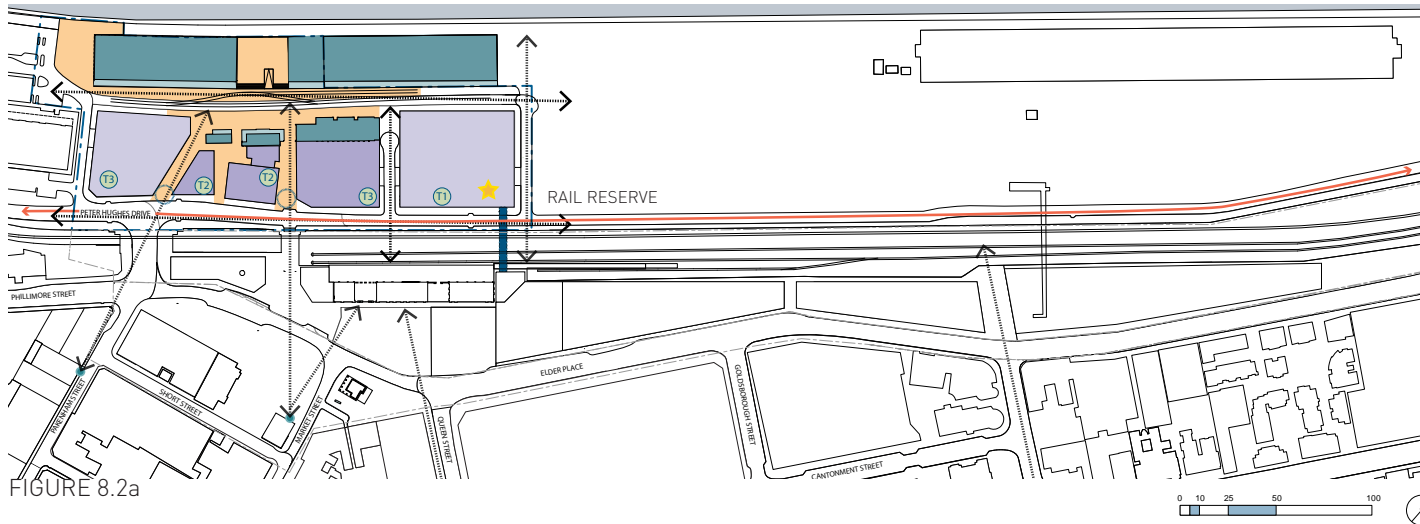
## 1.7 Table A - Planning Requirement for Commercial Precinct

The following tables are for the purpose of summarising key development requirements for all relevant criteria of the Victoria Quay Commercial Precinct Plan. Subheadings featured in Table A are in reference to the relevant sections of Part 8 Components of the Plan of the Victoria Quay Commercial Precinct Plan.

| 8.1 DESIRED CHARACTER |  | DTC |
|-----------------------|--|-----|
|                       | The Commercial Precinct shall contribute to the character and economy of the city centre by being a distinctive precinct within the City.  |     |
|                       | The Commercial Precinct must complement the other precincts within Victoria Quay by adding the variety of uses, building form and urban spaces   |     |
| 8.2 URBAN STRUCTURE   |  |     |
| 8.2.1 Primary Entries |  |     |
|                       | The Primary points of entry to the precinct shall be reinforced through a combination of distinctive streetscaping, landscaping, way finding signage and/or architectural design appropriate to the gateway's importance in the hierarchy of the Precinct Plan |     |
| 8.2.2 View Corridors  |  |     |
|                       | View Corridors to be in accordance with Figure 8.2a Urban Structure Plan   |     |
|                       | New development shall not obscure important view corridors within the Commercial Precinct through appropriate built form design  |     |
|                       | Developers shall provide view cone analysis (3D images) of new buildings in the Commercial Precinct from locations identified in Figure 8.2a (Pakenham, Market and Queen Street)   |     |
|                       | Views to water and Fremantle Railway Station must not be obscured by permanent (building feature) or impermanent (moveable signage, outdoor restaurant seating etc.) elements.   |     |
|                       | Urban design and landscape elements (trees, shelters etc) within the Commercial Precinct must be designed so they do not interrupt view corridors  |     |

# 1.0 REGULATORY REQUIREMENTS

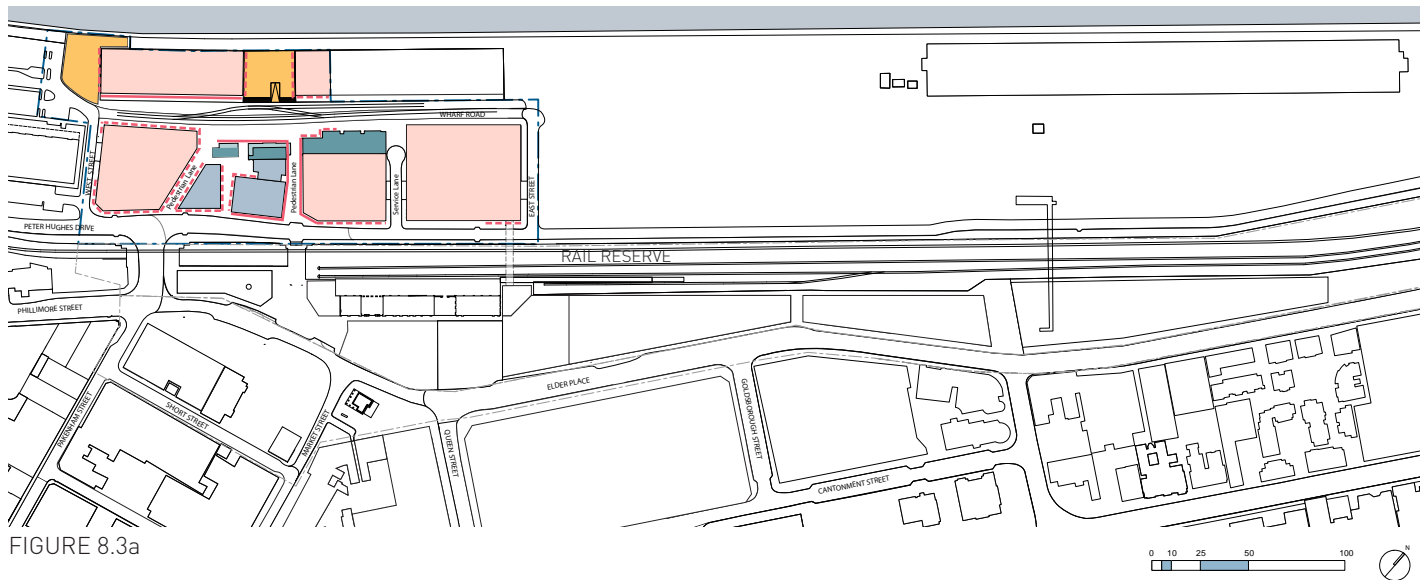
## URBAN STRUCTURE PLAN



### Urban Structure Key

- New and existing vehicular access
- Multi-use open spaces
- Key visual landmark sites
- Views (new and existing)
- New view corridors (to be maintained)
- Pedestrian overpass (subject to approval)
- Pedestrian gateways
- Podium/tower building type
- Shed building type
- Street edge type
- Potential development blocks requiring heritage integration/consideration
- Potential development blocks
- Existing buildings within Commercial Precinct
- Commercial Precinct boundary

## LAND USE PLAN



### Land Use Key

- Open space with selected areas for alfresco dining
- Retail/Entertainment/Commercial/Industry/Public Use
- Retail/Entertainment/Commercial/Industry/Public Use
- Retail/Entertainment/Commercial/Public Use
- Primary active use ground floor frontage
- Secondary active use ground floor frontage
- Commercial Precinct boundary

# 1.0 REGULATORY REQUIREMENTS

| 8.3 LAND USE                |                   |                   |               |                        |                           |          |            |
|-----------------------------|-------------------|-------------------|---------------|------------------------|---------------------------|----------|------------|
| 8.3.1 Land Use Detail Table |                   |                   |               |                        |                           |          |            |
|                             | Commercial Retail | Commercial Office | Entertainment | Service and Public Use | Educational Establishment | Industry | Open Space |
| Shop *                      | P                 | X                 | X             | X                      | X                         | X        | X          |
| Convenience Store *         | P                 | X                 | X             | X                      | X                         | X        | X          |
| Lunch Bar *                 | P                 | X                 | X             | X                      | X                         | X        | X          |
| Home Store *                | P                 | X                 | X             | X                      | X                         | X        | X          |
| Market *                    | P                 | X                 | X             | X                      | X                         | X        | X          |
| Showroom                    | P                 | X                 | X             | X                      | X                         | X        | X          |
| Office                      | X                 | P                 | X             | X                      | X                         | X        | X          |
| Consulting Rooms            | X                 | P                 | X             | X                      | X                         | X        | X          |
| Medical Centre              | X                 | P                 | X             | X                      | X                         | X        | X          |
| Bank *                      | X                 | P                 | X             | X                      | X                         | X        | X          |
| Health Studio               | X                 | P                 | X             | X                      | X                         | X        | X          |
| Small Bar *                 | X                 | X                 | P             | X                      | X                         | X        | X          |
| Restaurant/Cafe *           | X                 | X                 | P             | X                      | X                         | X        | X          |
| Public Amusement *          | X                 | X                 | P             | X                      | X                         | X        | X          |
| Reception Centre            | X                 | X                 | P             | X                      | X                         | X        | X          |
| Amusement Parlour *         | X                 | X                 | P             | X                      | X                         | X        | X          |
| Liquor Store *              | X                 | X                 | P             | X                      | X                         | X        | X          |
| Private Recreation          | X                 | X                 | P             | X                      | X                         | X        | X          |
| Nightclub                   | X                 | X                 | P             | X                      | X                         | X        | X          |
| Tavern                      | X                 | X                 | P             | X                      | X                         | X        | X          |
| Community Purpose *         | X                 | X                 | X             | P                      | X                         | X        | X          |
| Educational Establishment   | X                 | X                 | X             | P                      | P                         | X        | X          |
| Civic Use *                 | X                 | X                 | X             | P                      | X                         | X        | X          |
| Museum *                    | X                 | X                 | X             | P                      | X                         | X        | X          |
| Public Car Park             | X                 | X                 | X             | P                      | X                         | X        | X          |
| Cottage *                   | X                 | X                 | X             | X                      | X                         | P        | X          |
| Marine Technology           | X                 | X                 | X             | X                      | X                         | P        | X          |

P: Use Permitted

X: Use Not Permitted

\* Permitted Primary Frontage Uses Only



# 1.0 REGULATORY REQUIREMENTS

## 1.7 Table A - Planning Requirement for Commercial Precinct

| 8.3.2 Commercial - Retail    |   | DTC |
|------------------------------|---|-----|
|                              | Land use to be in accordance with Figure 8.3a Land Use and 8.3.1 Land Use Detail Table for Commercial Retail Locations.   |     |
|                              | Primary retail uses must be located along Primary Active and Secondary Active ground floor frontages as indicated in Figure 8.3a Land Use Plan.                           |     |
|                              | Secondary retail uses must be located along Secondary Active ground floor frontages as indicated in Figure 8.3a "Land Use Plan".  |     |
|                              | Secondary retail to be designed to commercial standards with possibility to convert to primary retail in the long term .  |     |
| 8.3.3 Commercial - Office    |   |     |
|                              | Land use to be in accordance with Figure 8.3a Land Use and 8.3.1 Land Use Detail Table for Commercial Office Locations.   |     |
| 8.3.4 Entertainment          |   |     |
|                              | Land use to be in accordance with Figure 8.3a Land Use and 8.3.1 Land Use Detail Table for Entertainment Locations.   |     |
|                              | Daytime and night time entertainment premises are to have a strong emphasis on outdoor spaces, i.e. alfresco areas that interact with the public realm at a street level. |     |
| 8.3.5 Service and Public Use |   |     |
|                              | Land Use to be in accordance with Figure 8.3a Land Use Plan and 8.3.1 Land Use Detail Table for Service and Public Use locations.   |     |
|                              | Only highly interactive Public Uses are to be located on ground floors, other Public Uses shall be located on upper floors.   |     |
| 8.3.7 Car Park               |   |     |
|                              | Multi-level ticketed parking shall provide for a mixture of private (tenants) and public parking.   |     |

| 8.4 PUBLIC OPEN SPACE   |   | DTC |
|-------------------------|---|-----|
| 8.4.1 Activation        |   |     |
|                         | For Primary or Secondary frontages, development to be an active use (retail, food and beverage) and extend beyond traditional trading hours.  |     |
|                         | Walls with no major openings (i.e. blank walls) are not permitted at ground level along primary and secondary frontages.  |     |
|                         | Primary frontage ground floor tenancies shall provide shopfront glazing with maximum sill heights of 450mm (or 75% clear glazing) to orientate activity towards the street and optimise surveillance.   |     |
|                         | Internal plans of active ground floor tenancies to orientate activity (entrances, outdoor eating and seating etc.) towards the street.  |     |
|                         | Deep recesses shall be avoided with a generally consistent building edge adjacent to pedestrian paths. Buildings shall provide variation through degrees of transparency, frequent entries, window details varying materials, textures and colours. |     |
|                         | For recessed office foyers, edges shall be activated by retail or food and beverage tenancies.  |     |
|                         | Ground floor office foyers (along with other ground floor spaces) shall remain artificially lit after dark.   |     |
|                         | No vehicular access or service entries are permitted on primary street frontages.   |     |
|                         | Vehicle crossovers are to be minimised, consolidated or shared where possible.  |     |
| 8.4.2 Landscape - Wharf |   |     |
|                         | The Commercial Precinct shall have predominately hard landscapes (paving) rather than large areas of greenscape (turf) to reflect the existing urban, industrial character. Turf is acceptable in key community recreational locations.             |     |
|                         | Trees or constructed shelters are to be provided within open spaces for use and comfort of open space throughout the year.  |     |
|                         | Landscape and shelter elements are to reflect the robust, practical nature of the existing buildings and objects around VQ as well as their association with a working port.  |     |
|                         | Refer to the Victoria Quay Waterfront Urban Design Masterplan Style Guide.  |     |

# 1.0 REGULATORY REQUIREMENTS

## 1.7 Table A - Planning Requirement for Commercial Precinct

| 8.4.3 Primary Urban Space            |   | DTC |
|--------------------------------------|---|-----|
|                                      | To be in accordance with Figure 8.4a Urban Realm Plan for Primary Urban Space location.   |     |
|                                      | Primary Urban Space shall enhance the gritty character of the port (i.e. the retention of the rail tracks within this area).  |     |
| 8.4.4 Secondary Public Space         |   |     |
|                                      | To be in accordance with Figure 8.4a Urban Realm Plan for Secondary Public Space location.  |     |
|                                      | Secondary Public spaces shall be sized and located to minimise the negative effects of waterfront's exposure to the prevailing winds.   |     |
|                                      | A smaller, sheltered place, away from primary pedestrian movement areas is to be provided by the proponent within the former immigration buildings development area as part of the development concept. |     |
| 8.4.5 Public Open Space on Podiums   |   |     |
|                                      | New developments proposing podium roof gardens shall include shade, vegetation and screening from breeze to ensure a comfortable environment is created.  |     |
|                                      | Refer to 8.10 Additional Performance Criteria: Provide for a publicly accessible roof top garden.   |     |
| 8.4.6 Commercial Use of Public Space |   |     |
|                                      | Public seating areas are to be provided by the proponent immediately along the Waterfront as part of the development concept.   |     |

| 8.4.7 Designing Out Crime     |   | DTC |
|-------------------------------|---|-----|
|                               | Blind spaces (obscured by plants, or buildings) and dead end alleys must be avoided by demonstrating good Crime Prevention Through Environmental Design (CPTED).  |     |
|                               | New development shall assist in the creation of surveillance of the Commercial Precinct by utilising ground floor activation and large openings facing the public realm.  |     |
|                               | New development must ensure security vehicles are able to traverse the entire precinct including pedestrian only areas.   |     |
|                               | The protection of shopfronts with drop-down bollards (against ram raids) and visually open security screens and grilles rather than solid roller shutters must be integrated into the building and streetscape design so as to not dominate or create an overly defensive "locked down" atmosphere. |     |
| 8.4.8 Way finding and Signage |   |     |
|                               | All proposed signage is to refer to and be considered in accordance with the Signage and Way Finding Strategy (2000) and Victoria Quay Signage Guidelines (Turner Design, 2010).  |     |
|                               | Proposed signage shall not obscure views from the Commercial Precinct's main entry points to the Waterfront or key landmarks. Clear sight-lines are vital to assist in way finding.   |     |

# 1.0 REGULATORY REQUIREMENTS

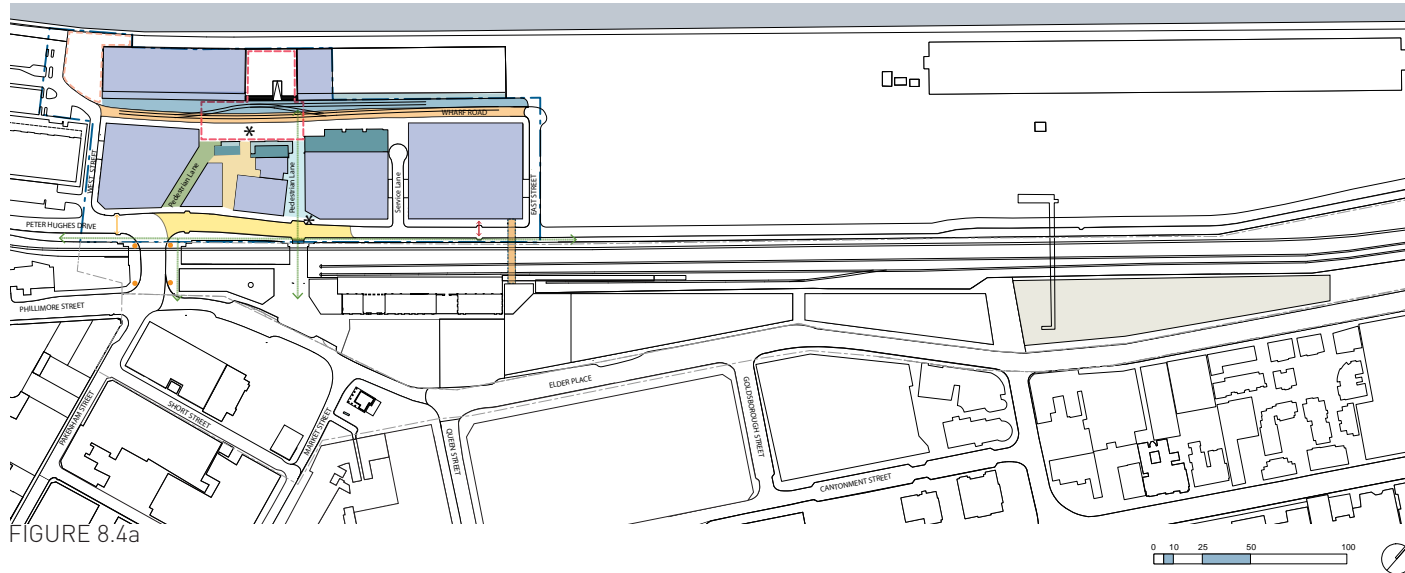
## 1.7 Table A - Planning Requirement for Commercial Precinct

|   |  |     |
|---|--|-----|
| 8.4.9 Public Art  |  | DTC |
|   | Public Art is to provided in accordance with the State Government's Percent for Art Policy for areas within Commercial Precinct.   |     |
|   | New public artwork shall have a functional purpose (i.e. seating, play equipment, fencing and railings).   |     |
|   | New public artwork is to be integrated into development.   |     |
|   | Refer to requirements of the City of Fremantle's Local Policy 2.9 as a minimum guide.  |     |
|   | Refer to the Victoria Quay, Fremantle Interpretation Plan and the Victoria Quay Waterfront Urban Design Masterplan Style Guide for detailed guidance on Fremantle Ports' requirements. |     |
| 8.4.10 Interpretation within Public Open Space                          |  |     |
|   | All new interpretive public art shall refer to the Victoria Quay, Fremantle Interpretation Plan (LookEar and Lovell Chen, 2010).   |     |
|   | New interpretive public art shall address key themes of Victoria Quay identified in the Interpretation Plan (i.e. the immigration and labour history of the Quay).                     |     |
|   | Location of interpretations within the Commercial Precinct shall be aligned to Part 11 of the Fremantle Interpretation Plan and Map (LookEar and Lovell Chen, 2010).                   |     |
| 8.4.11 Interpretation of Indigenous Fremantle prior to European Contact |  |     |
|   | To be located in or adjacent to the primary urban space.   |     |
|   | New interpretive indigenous public art shall provide an educational experience to visitors of the Quay and recognise the traditional inhabitants of the Fremantle area.                |     |
|   | Refer to the Fremantle Anthropology Summary Report prepared by Macintyre Dobson and Associates (2009).   |     |
| 8.4.12 Coordination with the City of Fremantle                          |  |     |
|   | All interpretative installations need to be coordinated with the City of Fremantle and the existing Fremantle Heritage Trail to avoid duplication.                                     |     |

|                                       |   |  |
|---------------------------------------|---|--|
| 8.5 PEDESTRIAN AND CYCLING            |   |  |
|                                       | The location of pedestrian promenades, lanes, shared paths and shared streets is to be in accordance with Figure 8.4a Urban Realm Plan.   |  |
|                                       | Refer to 8.5.7 Secondary Pedestrian Lane – Section and 8.5.6 Primary Pedestrian Promenade with Shared Path – Section for guidance on pedestrian and shared path interface.              |  |
| 8.5.2 Pedestrian Only Paths and Lanes |   |  |
|                                       | Pedestrian lanes linking the City and Fremantle Station to Victoria Quay shall provide shelter through shade trees or structures to help achieve a comfortable pedestrian link.         |  |
| 8.5.3 Shared Paths                    |   |  |
|                                       | Extend the existing shared path from Peter Hughes Drive through the Commercial Precinct, terminating at the shared street section and reinstated from the Pakenham Street intersection. |  |

# 1.0 REGULATORY REQUIREMENTS

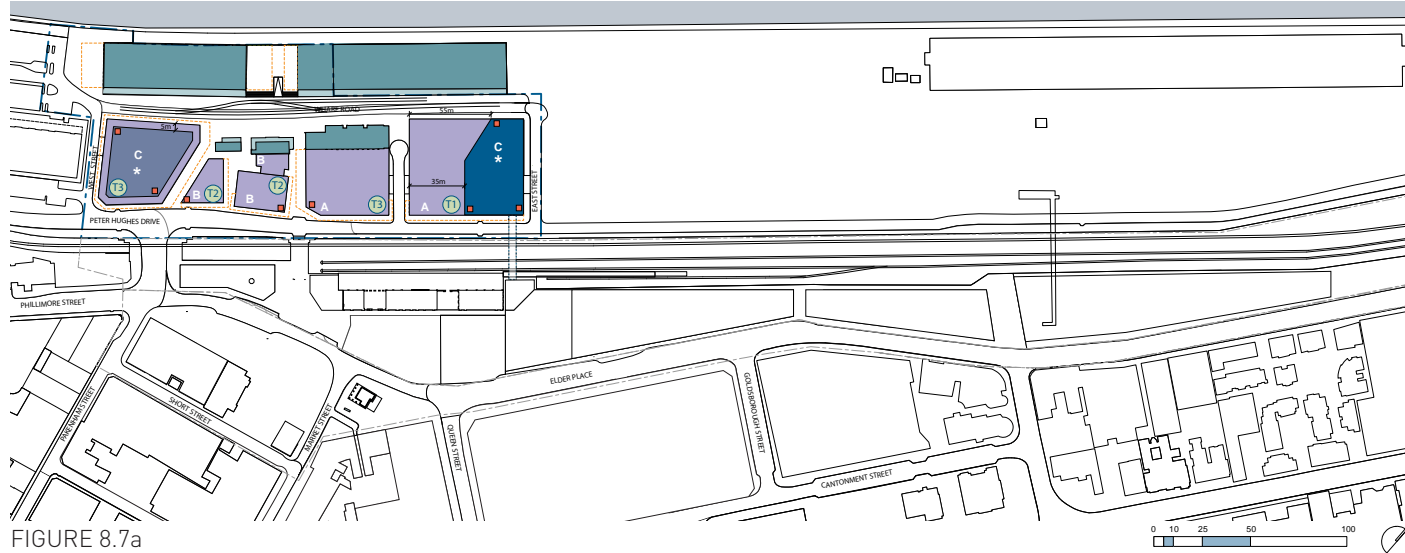
## URBAN REALM PLAN



### Urban Realm Key

- Shared pedestrian/cycle path
- Shared street (Peter Hughes Drive)
- Shared street (Wharf Road) with original bitumen surface and railway tracks retained
- Open space with original bitumen surface and railway tracks retained
- Potential public art sites
- Primary urban space
- Secondary urban space
- Small-scaled urban space
- Primary pedestrian promenade
- Secondary Pedestrian lane
- Signalised crossing
- Informal crossing
- Traffic signals
- Pedestrian overpass (subject to approval)
- Potential development blocks
- Existing buildings within Commercial Precinct
- Commercial Precinct boundary

## BUILT FORM PLAN



### Built Form Key

- Existing buildings within Commercial Precinct
- 2-3 storeys
- 5-6 storeys
- 11-12 storeys
- Key corner elements
- Awnings
- Podium/tower building type
- Shed building type
- Street edge type
- Commercial Precinct boundary

# 1.0 REGULATORY REQUIREMENTS

## 1.7 Table A - Planning Requirement for Commercial Precinct

| 8.7 BUILT FORM DESIGN     |   | DTC |
|---------------------------|---|-----|
| 8.7.1 Podium/Tower Type 1 |   |     |
|                           | To be in accordance with Figure 8.7a Built Form Plan.   |     |
|                           | Refer to the Fremantle Ports Administration Building as the landmark building in terms of scale.  |     |
|                           | The design of the tower for Podium/Tower Type 1 must reflect the Fremantle Ports Administration landmark status through its quality form and façade articulation. |     |
|                           | Podium floors shall be generally at zero setback to form defined street edges.  |     |
|                           | Towers are to be setback from key view cones, as indicated by Figure 8.7a Built Form Plan.  |     |
| 8.7.2 Shed Type 2         |   |     |
|                           | To be in accordance with Figure 8.7a Built Form Plan.   |     |
|                           | Shed Type 2 shall be a maximum of two storeys with an additional storey in the roof space.  |     |
|                           | Typology shall respond to the cargo shed typology identified in 4.6 Existing Conditions: Victoria Quay Vernacular.  |     |
| 8.7.3 Street-Edge Type 3  |   |     |
|                           | To be in accordance with Figure 8.7a Built Form Plan.   |     |
|                           | Street-Edge Type 3 shall be a height of 2 to 6 storeys.   |     |
| 8.7.4 Existing Buildings  |   |     |
|                           | To be in accordance with Figure 8.7a Built Form Plan.   |     |
|                           | Insertion of new elements into existing buildings and refurbishment of the sheds fabric and Immigration Complex is subject to WAPC and SHO approval.              |     |
| 8.7.5 Building Height     |   |     |
|                           | Building heights to be in accordance with Figure 8.7a Built Form Plan.  |     |

| 8.7.6 Building Setbacks |   | DTC |
|-------------------------|---|-----|
|                         | Building setbacks to be in accordance with Figure 8.7a Built Form Plan.   |     |
|                         | Upper level setbacks shall contribute to the public domain by enhancing streetscape character and continuity of street facades.   |     |
|                         | New development shall minimise sense of bulk to the pedestrian and the impact of development on key views through setbacks.   |     |
| 8.7.7 Building Corners  |   |     |
|                         | Refer to Figure 8.7a Built Form Plan for key building corner locations.   |     |
|                         | Corner buildings shall assist in creating a sense of place by addressing both street frontages.   |     |
|                         | Buildings at corners shall address both street frontages and given strong architectural expression at street level.   |     |
| 8.7.8 Awnings           |   |     |
|                         | Refer to Figure 8.7a Built Form Plan for awning locations.  |     |
|                         | All awnings must have a minimum clearance height of 2.75m, a minimum width of 2.1m and may extend into road reserve areas over foot-paths and pedestrian lanes.                     |     |
|                         | To provide relief from heat and direct sunlight, as well as shelter from rain showers.  |     |
| 8.7.9 Facades           |   |     |
|                         | Facades shall break down building bulk into smaller elements by establishing a rhythm and avoiding monolithic, continuous facades.  |     |
|                         | Street and public realm facing facades shall be given generous sized openings.  |     |
|                         | Facades shall be composed with an appropriate scale and proportion that responds to the building use so that they contribute to the street character and enhance the public domain. |     |
|                         | Facades at street level shall address the human scale.  |     |
|                         | Materials and colours of new buildings shall be limited and considerate of adjacent buildings, by proposing complementary colours and materials to adjacent buildings.              |     |

# 1.0 REGULATORY REQUIREMENTS

## 1.7 Table A - Planning Requirement for Commercial Precinct

| 8.7.10 Active Frontages                    |   | DTC |
|--|---|-----|
|  | Refer to Figure 8.3a Land Use Plan for Primary and Secondary Active Frontage locations.   |     |
|  | New development within Active Frontages shall have active street edges (i.e. retail, dining and entertainment tenancies) to activate the ground floor.  |     |
| 8.7.11 Materials and Architectural Quality |   |     |
|  | New Development shall be informed by the materials and colours highlighted in the Victoria Quay Urban Design Style Guide (2010) for existing buildings.   |     |
|  | Development shall respond to the utilitarian and robust nature of the existing buildings through materials and colours.   |     |
|  | Due to the exposure to salt spray, select suitable robust materials to ensure longevity and to minimise building maintenance.   |     |
| 8.7.12 Building Entrances                  |   |     |
|  | Refer to Figure 8.9a Access and Parking for vehicle entry locations.  |     |
|  | Vehicle building entry points shall be separate to pedestrian entrances and clearly defined through signage, building articulation or physical separation.  |     |
|  | Building entries should be identified as an integral and identifiable element of the building facade and promote upper level development that is well connected to the street and contributes to the accessibility of the public domain.  |     |
|  | Building entrances shall contribute positively to the streetscape and building façade design by connecting upper level development to the street.   |     |
|  | Building entrances shall improve the presentation of the development to the street by: <ul style="list-style-type: none"> <li>a. Grouping multiple entries: office foyer entries plus retail, food and beverage entries where it is desirable to activate the street edge or reinforce a rhythm of entries along the street.</li> <li>b. Creating a clear physical and visual connection between street and entry.</li> </ul> |     |

| 8.7.14 Floor Levels vs Street Levels                       |   | DTC |
|--|---|-----|
|  | The floor to footpath relationship must be flush/level to allow direct access to the street.  |     |
|  | All universal access requirements are to be in accordance with the Australian Standards.  |     |
|  | All ground floor development, ground floor to first floor measurements must be a minimum of 4.2m.   |     |
|  | Balustrades to any areas of raised ground level must be a minimum 60% visually permeable.   |     |
| 8.7.15 Heating and Cooling                                 |   |     |
|  | New buildings are to be designed for the most efficient operation of mechanical ventilation.  |     |
| 8.7.16 Plan Configurations for Cross-Ventilation           |   |     |
|  | New buildings are to be designed for cross-ventilation to enable higher exchanges of fresh air.   |     |
| 8.7.18 Building Services: Mechanical Ventilation and Plant |   |     |
|  | Loading and service areas, storage areas and ancillary equipment (i.e. air-conditioners, mechanical plant, fire booster cabinets and service infrastructure) shall be appropriately screened from public view in a way that does not undermine the amenity of the area or quality of the development. |     |
|  | These building services are to be integrated into the overall form of the development.  |     |
|  | Rooftop mechanical equipment on lower and mid levels shall be integrated into roof design.  |     |
| 8.7.19 Building Services: Waste                            |   |     |
|  | Rubbish collection and service zones shall be located on secondary (or service) streets only (refer to Figure 8.9a for servicing zones).  |     |
|  | Rubbish storage shall be located away from the front of development and be completely screened from public areas in a manner that does not have a detrimental impact on the desired streetscape or open space.  |     |



# 1.0 REGULATORY REQUIREMENTS

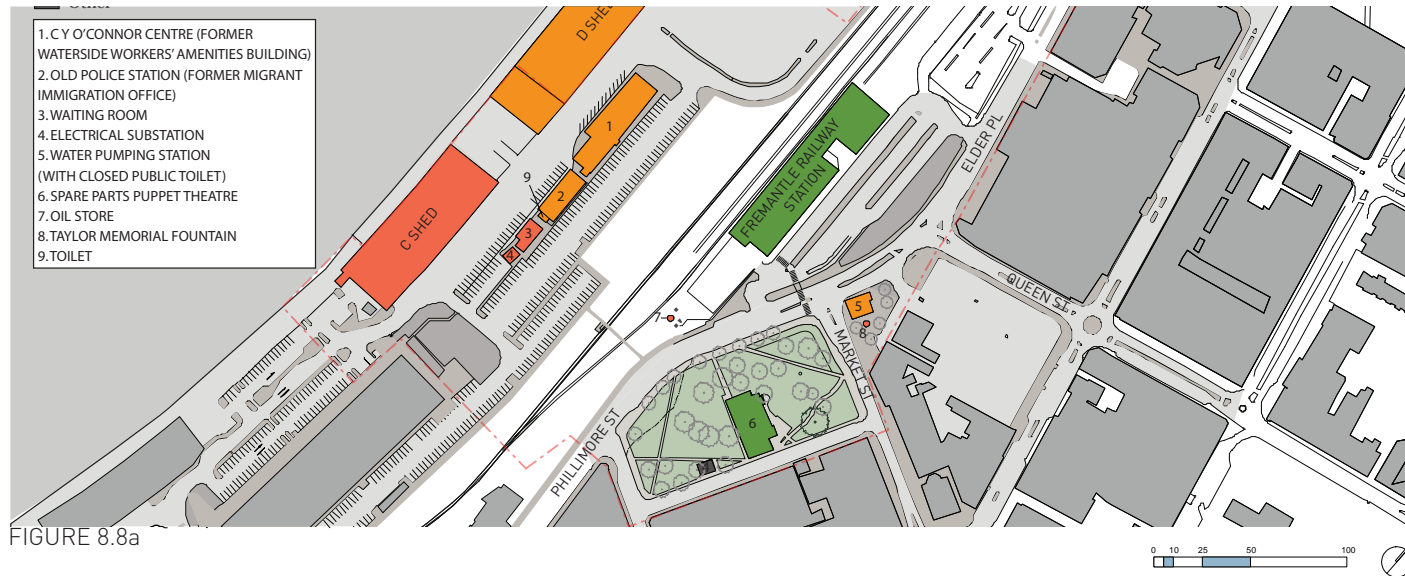
## 1.7 Table A - Planning Requirement for Commercial Precinct

|  |  |     |
|--|--|-----|
| 8.7.20 Building Signage                  |  | DTC |
|  | Refer to Victoria Quay Signage Guidelines (Turner Design, 2010) for the preparation of graphic elements, including building signage.   |     |
|  | Prior to installation, all signage within the Commercial Precinct must be approved by Fremantle Ports.   |     |
| 8.7.21 Environmental Performance         |  |     |
|  | Development over 8 storeys must indicate methods for providing protection from wind down drafts for pedestrians in public and private spaces.  |     |
| 8.7.22 Environmental Design              |  |     |
|  | New development shall achieve a 4 star Green Star rating from Green Building Council Australia or equivalent by incorporating energy efficient design principles and construction materials in the design of buildings and spaces. |     |
| 8.7.24 Bicycle Facilities                |  |     |
|  | End of trip facilities shall be provided for all commercial tenancies:<br>a. Showers: 1 per 10 bike bays<br>b. Lockers: 1 per 2 bike bays  |     |
|  | Bicycle parking must be provided as specified in the City of Fremantle's Local Planning Scheme No. 4 (LPS 4) Clause 5.7.2: Vehicle Parking Requirements.   |     |
| 8.7.25 Privately Managed Public Facility |  |     |
|  | Provision of public toilet facilities accessible, that is open during business hours (8am – 5pm) and within a short walking distance to the primary urban space shall be incorporated by the proponent.                            |     |
| 8.7.26 Upper Level Outdoor Space         |  |     |
|  | Each upper level office tenancy shall have at least one balcony.   |     |

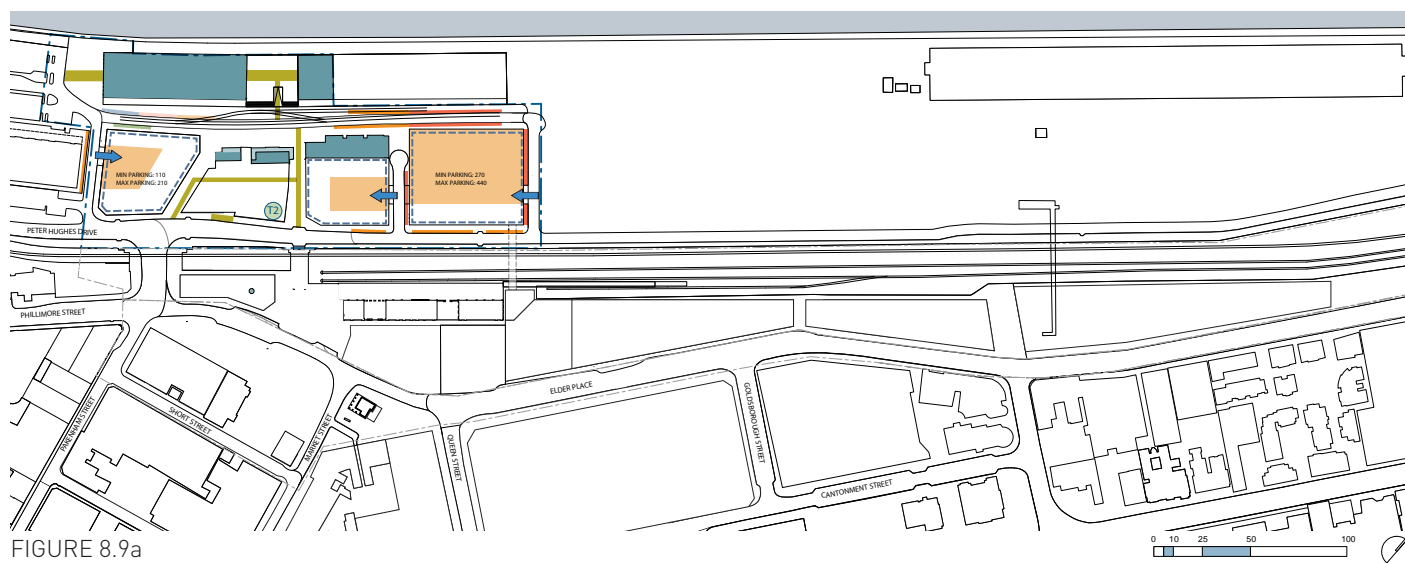
|                                |  |     |
|--------------------------------|--|-----|
| 8.8 HERITAGE VALUE PROTECTION  |  | DTC |
| 8.8.5 Significance Guidance    |  |     |
|                                | Refer to Part 8.8 Heritage Value Protection for preliminary guidance and development control principles regarding heritage value in the Commercial Precinct.                               |     |
| 8.9 ACCESS AND PARKING         |  |     |
|                                | Refer to Figure 8.9a Access Plan for access and parking locations.   |     |
| 8.9.1 Car Parking Calculations |  |     |
|                                | Parking requirements for any new development must refer to the standards of the City's Local Planning Scheme No. 4. Relaxation to parking requirements may be permitted as per the Scheme. |     |
| 8.9.2 Car Parking              |  |     |
|                                | Decked parking locations are to be in accordance with Figure 8.9a Access Plan.   |     |
|                                | Decked parking shall be located discreetly within the building and screened from selected public realm areas as identified in Figure 8.9a Access Plan.                                     |     |
| 8.9.3 Discrete Vehicle Entries |  |     |
|                                | To be in accordance with Figure 8.9a Access Plan for locations.  |     |
|                                | Vehicle entries to all buildings shall be accessed from service zones or secondary streets to minimise the view from primary streets .   |     |

# 1.0 REGULATORY REQUIREMENTS

## CONDITION OF HERITAGE BUILDINGS



## ACCESS PLAN



# 1.0 REGULATORY REQUIREMENTS

## 1.7 Table A - Planning Requirement for Commercial Precinct

| 8.10 ADDITIONAL PERFORMANCE CRITERIA  |  |   |
|---|--|---|
| The criteria below are designed to generate sustainable, community benefit from development beyond that achieved through meeting Components of the Plan 8.1-8.9. Floor area yield, car parking and building height control may be relaxed and additional development permitted in Parcels 1 and 3, maximum storeys are indicated in Figure 8.7a. The built-form benefits are to be assessed against the criteria in Table 1. These need to be addressed in a design statement to clearly demonstrate that the proposal meets the overall objectives and principles of the Precinct Plan (Part 5: Vision and Guiding Principles) and the overall application of the Design Guidelines. |  |   |
| Design Quality  |  | P |
|   | The proposal is deemed to be of a high architectural standard by the Fremantle Ports Design Advisory Panel.  |   |
| Pedestrian Comfort and Amenity  |  |   |
|   | Provisions of shade and shelter amenity to primary pedestrian areas not directly associated with a building.   |   |
| Environment   |  |   |
|   | Achievement of 5 Green Star from Green Building Council Australia or equivalent.   |   |
|   | The proposal incorporates design measures described in Fremantle Ports sustainable design policies.  |   |
|   | Provision for natural lighting (to limit the need for daytime artificial lighting) proponents will follow criteria in the Green Building Council of Australia star rating system (IEQ-4-Daylight). |   |
|   | Vertical green walls, green roofs and other innovations are encouraged to avoid urban heat islands by greening the building fabric itself.   |   |

|                      |   |   |
|----------------------|---|---|
| Heritage             |   | P |
|                      | Apply secondary significance development control principles to heritage buildings/curtilage not currently assessed as having this level of significance.  |   |
| Community Benefit    |   |   |
|                      | Demonstrate provision of greater view corridors.  |   |
|                      | Provide community, communal and/or meeting facilities.  |   |
|                      | Provide for a publicly accessible rooftop garden.   |   |
|                      | Demonstrate improved public transport access.   |   |
| Parking Adaptability |   |   |
|                      | In primary pedestrian areas, provide sleeved car parks with commercial use.   |   |
|                      | Sleeve car parks with commercial use to demonstrate future car parking adaptability or provision.   |   |
| Context              |   |   |
|                      | Podium/Tower 1 must reflect and preserve the landmark status of the 1964 Fremantle Ports Administration Building as the landmark building of Victoria Quay/waterfront by responding to it's height and scale in design. |   |



VICTORIA QUAY COMMERCIAL PRECINCT PLAN

# PART TWO

EXPLANATORY SECTION

|      |                               |     |
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# 2.0

## Introduction



## 2.0 INTRODUCTION

### 2.1 The role of an 'Enabling' Precinct Plan

A Precinct Plan provides a clear assessment framework for development. It outlines specific requirements in relation to land use, urban and architectural design, public open space, car-parking, heights and setback, streetscapes and the public realm.

The 'Enabling' Precinct Plan for the Victoria Quay Commercial Precinct has been developed simultaneously with Precinct Plans for the Fremantle Railway Station and adjacent PTA land as well as the City of Fremantle's Pioneer Park and surrounding public areas. Because development in each of these precincts impacts on the adjacent precincts, this conjunctive approach has provided a more cohesive outcome for future development in all three precincts together forming an important urban node.

The Victoria Quay Commercial Precinct Plan provides design and land use detail which can be used as a framework to assess specific development proposals (public or private). This precinct plan will provide both the public and private sectors with greater certainty and confidence in proceeding with development proposals for this area.

The Precinct Plan considers key elements that influence the outcomes of development of the area including town planning, urban design, transport, traffic, infrastructure, heritage, economic development, land uses, social, landscape, environmental and cultural issues.

The Precinct Plan provides a development control mechanism to facilitate an integrated and coordinated approach to future development in the defined areas. The Plan is intended to be flexible yet comprehensive, providing developers, planners, designers and authorities with clear and useful guidance.



The project area containing the three precincts. Not to scale. Commercial Precinct in blue.



C and D Sheds in the Commercial Precinct, Victoria Quay.

## 2.0 INTRODUCTION

### 2.2 Background

Fremantle Ports continues to progress the planning and development of the western end of Victoria Quay. Working with other agencies and with community input, the aim is to achieve a revitalisation of this area of the port and to improve links with the City of Fremantle alongside ongoing management of port operations.

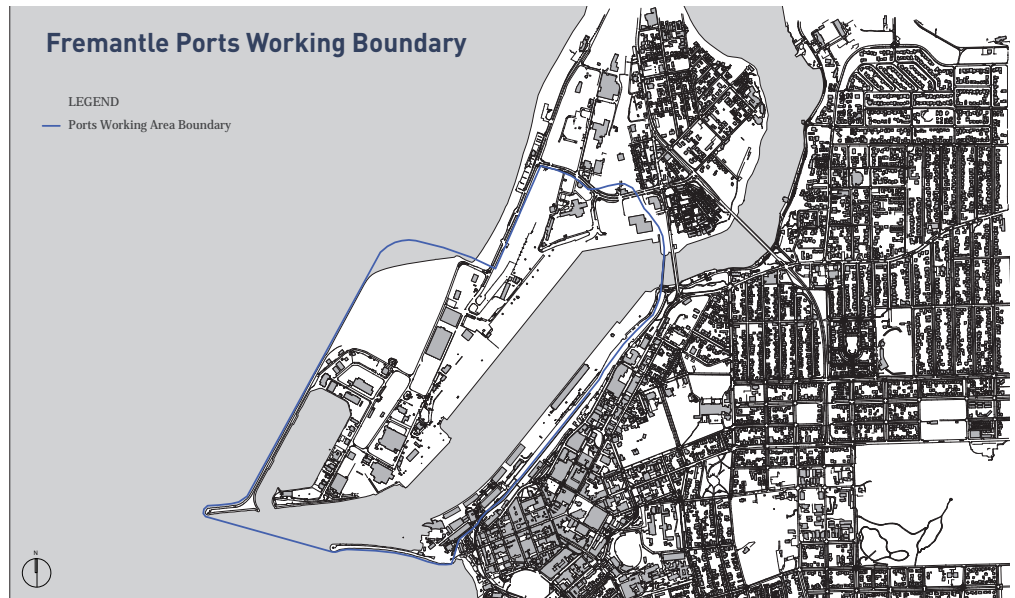
Ensuring that any future development is compatible with the needs of the working port is paramount and for this reason, Fremantle Ports intends to retain a high level of control over planning and implementation of any future development. At the same time, the value and importance of stakeholder input are well recognised. A Victoria Quay Waterfront Stakeholder Reference Group was established as part of the consultation process, in particular to assist with the development of three Precinct Plans.

The Fremantle Waterfront Masterplan was released in 2000 and a number of elements are now in place or underway, including the Maritime Museum on Victoria Quay, O'Connor Landing for ferry services, B Shed Ferry Terminal and Café, realignment of Peter Hughes Drive and improved parking areas.

The marketing of Victoria Quay and its identity as a desirable destination has also been developed through the Victoria Quay Brand Usage Guidelines, Fremantle

Waterfront Urban Design Style Guide and the Victoria Quay Heritage Interpretation Plan.

A Development Approval process was undertaken for the development of the Commercial Precinct, including the proposed retention and refurbishment of a number of the heritage buildings. The proposed ING Real Estate development on a site within the Commercial Precinct received planning approval, but this lapsed in March 2011.



View across the port to C Shed.



## 2.0 INTRODUCTION

### 2.3 Victoria Quay Waterfront Working Group

In 2011, Fremantle Ports appointed an independently chaired Victoria Quay Waterfront Working Group to review and consider new opportunities relating to the Commercial Precinct site on Victoria Quay.

A report prepared by the Group identifies key imperatives to achieve the best possible outcomes for the onward development of the western end of Victoria Quay, mindful of the need to ensure that any development is compatible with the needs of the working port. The report emphasises the need for a successful integration with the Fremantle Railway Station and the City of Fremantle. It also includes key learnings from the various studies and development plans for the Victoria Quay Waterfront commissioned by Fremantle Ports.

### 2.4 Fremantle Union

The Department of Planning, WA Planning Commission, Department of Transport, Public Transport Authority, Fremantle Ports and the City of Fremantle have expressed their willingness and desire to work together to achieve a common Vision for the development of various important land parcels in Fremantle.

In 2012, collaboration was formalised between these agencies with the creation of the Fremantle Union. The Union has highlighted the need for:

- Organisations participating in the Fremantle Union to work collaboratively and transparently
  - Preparation of an overall Structure Plan for the City of Fremantle
  - Development of a Precinct Plan for the Fremantle CBD and Kings Square
  - Development of 'Enabling' Precinct Plans for the Commercial Precinct (Victoria Quay Waterfront), Fremantle Railway Station and surroundings.
- The 'Enabling' Precinct Plans for the Victoria Quay Commercial Precinct, Fremantle Railway Station, Pioneer Park and surrounding areas involve three land parcels which are under separate ownership.



The three precincts included in the project. Not to scale.

- Victoria Quay Commercial Precinct (Fremantle Ports) 3.75 ha
- Fremantle Railway Station and adjoining PTA land (Public Transport Authority) 6.4 ha
- Pioneer Park and surrounding public spaces (City of Fremantle) 2.6 ha

## 2.0 INTRODUCTION

### 2.5 'Enabling' Precinct Plan Area

The area generally defined as the Victoria Quay Commercial Precinct is the land from the wharf edge from the western end of C and D Sheds and extending south to Peter Hughes Drive. Sections of the wharf behind C and D Sheds are not included in the area and will continue to be used for port operations. These areas are not accessible to the public. Only the western end of D Shed is included in the 'Enabling' Precinct Plan and can be developed. The rest of D Shed continues to be used for port operations.

It is essential that the 'Enabling' Precinct Plan for the Commercial Precinct is considered alongside the Fremantle Railway Station and Pioneer Park Precinct Plans, as their close proximity impacts on each area, in particular access and connections between the precincts.

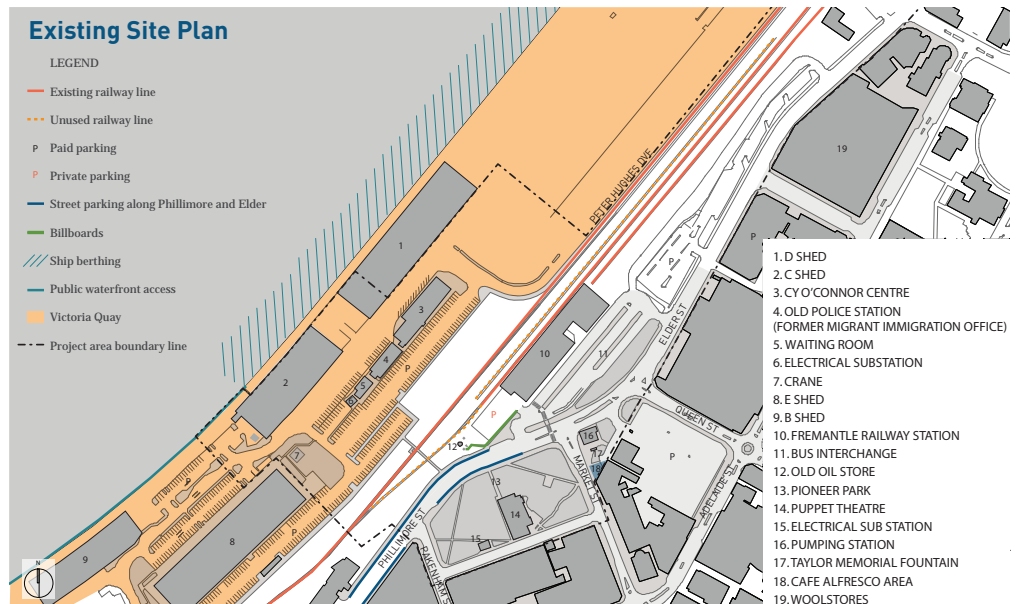
It is also important to note that the Commercial Precinct forms one of five key precincts within the Victoria Quay Waterfront as identified by the Fremantle Waterfront Masterplan. Certain land uses which cannot be considered for the Commercial Precinct area might be accommodated in some other precincts where the port buffer zones change geographically.

### 2.6 Process Overview

From the outset, the planning process acknowledged the importance of early engagement with relevant agencies and key community groups. Agency support and community input have been vital to the development of the three 'Enabling' Precinct Plans. Consultation through a programme of workshops, key stakeholder meetings, an urban design forum and community open days has been fundamental to enabling the process to move forward.



The Victoria Quay Commercial Precinct. Not to scale.



## 2.0 INTRODUCTION

### 2.7 Document Organisation

This Precinct Plan is an outcome of a comprehensive process that generated a significant amount of information and material. For ease of reference and accessibility, it comprises two complementary documents:

#### PART I:

The Precinct Plan consolidates the enduring aspects that describe and provide guidance for the physical development of the Victoria Quay Commercial Precinct, including an overview of the context and process leading to the approach, Vision, plan components, guidelines for development design and recommendations for implementation.

#### PART II:

Background and Reference provides a resource document that consolidates all of the detailed technical information and outcomes of the background review, precedent research and consultation process.

Part I has been organised into the following sections:

#### 2.0 INTRODUCTION

The introduction provides an overview of the planning process, the precinct area and the document structure and organisation.

#### 3.0 CONSULTATION PROCESS

This section highlights the extensive public and stakeholder consultation process as well as the key imperatives which each of the project partners identified before commencing the process and which are necessary elements to be taken into account in the planning.

#### 4.0 PLANNING CONTEXT

The context overview provides a summary of the precinct's development history, existing conditions and relevant precedent research.

#### 5.0 GUIDING PRINCIPLES AND VISION

This section sets out the guiding principles that underpin all three Precinct Plans.

#### 6.0 EVOLUTION OF THE PREFERRED PLAN

This section provides an overview of the options exploration, including constraints and opportunities, the development of scenarios and the emergence of a preferred approach to the development of the Victoria Quay Commercial Precinct.

#### 7.0 INDICATIVE DEVELOPMENT PLAN

An Indicative Development Plan has been prepared to provide an overview into the design outcomes of the Precinct Plan.

#### 8.0 COMPONENTS OF THE PLAN

This section describes the key components and elements that comprise the Precinct Plan, including land uses, open spaces, and built form. Where appropriate, guidelines for the design of the public realm aspects are also provided.

#### 9.0 DEVELOPMENT FRAMEWORK

This section provides detailed guidance for potential development on a parcel-by-parcel basis, including potential development yields and phasing.

#### 10.0 IMPLEMENTATION

This section provides a framework for the relationship between the Precinct Plan, existing statutory regulations and recommendations for a coordinated implementation strategy.

# 3.0

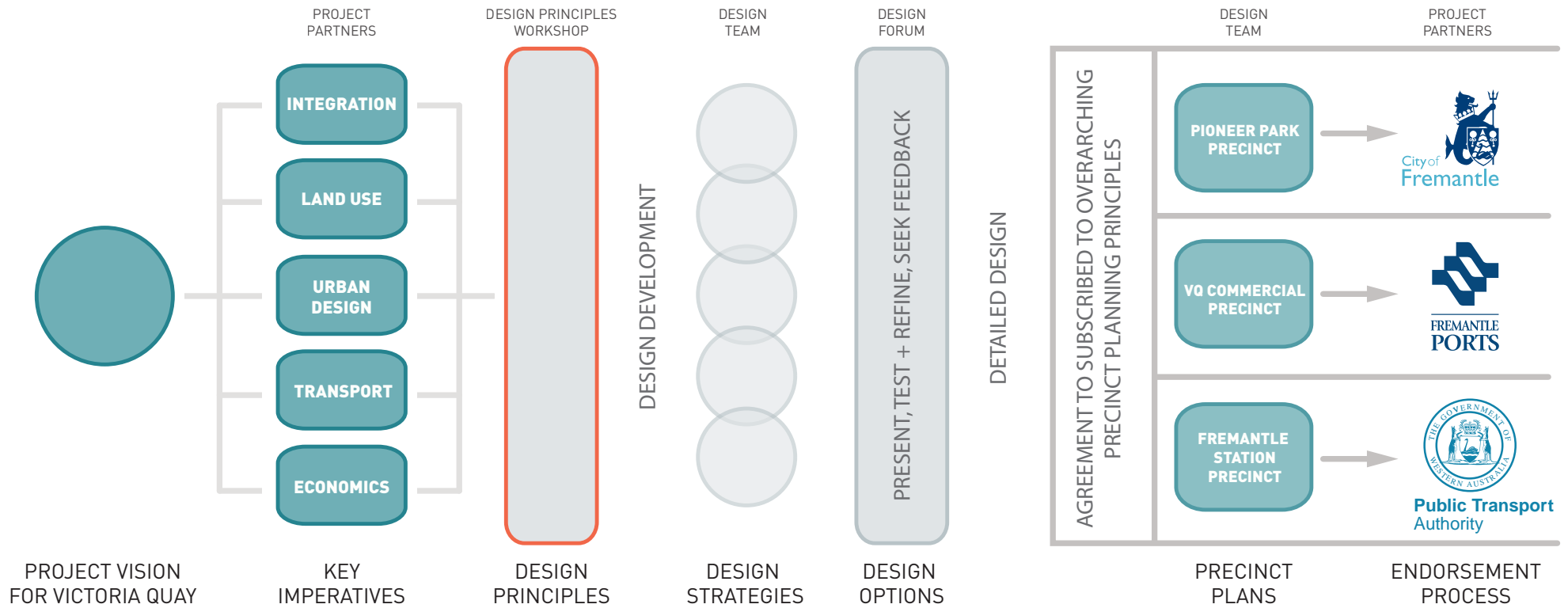
## Consultation Process





## 3.0 CONSULTATION PROCESS

### 3.2 A Consultative Approach



## 3.0 CONSULTATION PROCESS

### 3.2 A Consultative Approach

From the outset, the planning process acknowledged the importance of early engagement with relevant agencies and key community groups. Agency support and community endorsement have been vital to the development of the three Precinct Plans. Consultation through a programme of workshops, key stakeholder meetings, an urban design forum and community open days has been fundamental to enabling the process to move forward.

Urban design consultant CODA, on behalf of Fremantle Ports, has led the planning process in preparing the Precinct Plans. There has been close liaison with the other project partners (CoF, PTA) and the DoP to ensure consistency and acceptance in regard to each Precinct Plan's components.

CODA led a multidisciplinary team which provided consultation services for urban design and architecture, commercial property analysis, community engagement, heritage planning, statutory planning and traffic engineering.

Extensive and rigorous investigation by the project team has ensured that all aspects of this important and complex project were carefully considered, taking into account commercial, cultural and community imperatives.

Throughout the project, there have been meetings and communication with the project partners, the consultants and

Victoria Quay Waterfront Stakeholder Reference Group.

A Stakeholder Design Workshop was held to gather the thoughts of community leaders, major landowners, the members of the VQ Waterfront Stakeholder Reference Group and other community interest groups. The workshop included a walking tour of the precinct and an opportunity for stakeholders to discuss issues with the consultants.

Discussions were also held individually and with groups from many of these organisations as well as other groups of the wider community, such as students from Notre Dame University, who provided diverse input.

In response to outcomes from this consultation, planning scenarios were presented at an Urban Design Forum attended by senior officers from relevant government agencies, City of Fremantle Councillors, key stakeholders and various members of the community.

The forum was held over two days and included:

- Presentation of preliminary concepts and design elements/parameters by the consultants
- Focus groups led by design consultants and design leaders which considered specific precincts, sub-precincts and more detailed design elements

- Refining of the precinct concepts by the design consultants, based on the outcomes of focus group discussions
- A collective planning and design review with all attendees participating in the discussion.

The design team then prepared three scenarios for presentation to the forum participants, who were able to provide another layer of feedback.

At this point, the design team consolidated the outcomes of the planning and consultation process into one draft Precinct Plan for each of the precincts.

Two community consultation open days were held so that the general public could review the draft 'Enabling' Precinct Plans and make comment before the final endorsement process was undertaken by each respective landowner (FP, CoF, PTA).



Urban Design Forum.

## 3.0 CONSULTATION PROCESS

### 3.3 Victoria Quay Waterfront Stakeholder Reference Group (SRG)

#### COMPOSITION AND ROLE

The SRG was not a statutory or decision-making body but was consulted at critical phases during the planning and design process to provide input. Its role was to:

- Contribute to the identification of opportunities for the Commercial Precinct site and explore development scenarios consistent with the Fremantle Waterfront Masterplan as well as the City of Fremantle's economic development and strategic planning directions
- Participate in all community consultation sessions as part of the planning process.

The SRG was responsible for its own governance but Fremantle Ports provided administrative support.

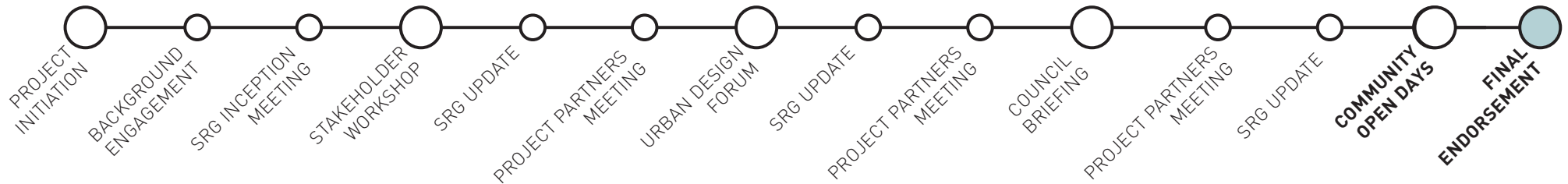
#### VICTORIA QUAY WATERFRONT STAKEHOLDER REFERENCE GROUP MEMBERS

|                     |                                       |
|---------------------|---------------------------------------|
| Stuart Hicks, Chair | Fremantle Union                       |
| Franco Andreone     | Fremantle Ports                       |
| Ainslie de Vos      | Fremantle Ports                       |
| Phil St John        | City of Fremantle                     |
| Ian James           | City of Fremantle                     |
| Kim Wallis          | PTA                                   |
| Rod Cousins         | PTA                                   |
| Mat Selby           | DoP                                   |
| Graeme Gammie       | State Heritage Office                 |
| Tom Perrigo         | National Trust WA                     |
| Roel Loopers        | Fremantle Society                     |
| Tim Milsom          | Fremantle Chamber of Commerce         |
| Anne Brake          | Fremantle History Society             |
| June Hutchison      | Victoria Quay Taskforce               |
| Prof Mark Tannock   | Notre Dame University                 |
| Rob Harrison        | FICRA                                 |
| Scott Bailey        | Rottneest Express                     |
| Phil Kemp           | Business Foundations Inc              |
|                     | Inner Harbour Community Liaison Group |



## 3.0 CONSULTATION PROCESS

### 3.4 Project Milestones



SRG Inception Meeting.

Urban Design Forum.

Community Presentation.

Community Open Day.

## 3.0 CONSULTATION PROCESS

### 3.5 Project Partners' Key Imperatives

Each Project Partner identified a set of Project Imperatives by which the outcomes of the planning process could be assessed.

The Precinct Plan has been delivered within this framework, although final testing of site-specific development will occur in later stages.

The Project Imperatives are organised around five thematic considerations:

INTEGRATION  
LAND USE  
URBAN DESIGN  
TRANSPORT  
ECONOMICS

| Fremantle Ports (FP)  | City of Fremantle (CoF)   | Public Transport Authority (PTA)  |
|---|---|---|
| <b>Integration</b>  |   |   |
| The Commercial Precinct must be integrated and well connected with the Fremantle Railway Station and be linked and integrated with Fremantle City.  | Greatly enhanced integration and pedestrian connectivity between the waterfront, Fremantle Railway Station and the city centre.                                   | Any changes impacting on rail or bus operations (including rail crossings) must be approved by both the PTA and Office of Rail Safety.                    |
| <b>Land Use</b>   |   |   |
| <p>Rich mix of commercial, retail and visitor-related land uses as outlined in the Fremantle Waterfront Masterplan 2000.</p> <p>Requirements under the Environmental Protection Act 1986 in relation to public risk and amenity prevent sensitive land uses such as residential, short stay accommodation, schools, hospitals and aged care facilities within the Commercial Precinct site.</p> <p>The State Government has confirmed the ongoing and long-term role of the Inner Harbour as a container and general cargo port. Port operations and the existing rail freight line and rail freight operations (current and future) must not be compromised by any proposed development and land uses.</p> | A mix of uses, including A Grade Office space, tourism and maritime related non-commercial uses, and retail that does not undermine the existing CBD retail core. | <p>Bus, Rail and Park and Ride operations cannot be compromised.</p> <p>Secure staff parking facility must be provided adjacent to the train station.</p> |



## 3.0 CONSULTATION PROCESS

### 3.5 Project Partners' Key Imperatives

| Fremantle Ports (FP)   | City of Fremantle (CoF)   | Public Transport Authority (PTA)   |
|--|---|--|
| <b>Urban Design</b>  |   |  |
| <p>Urban design needs to demonstrate a high quality response with regard to the urban realm and 'civic spaces'.</p> <p>Heritage-related matters in any development application process subsequent to the current precinct planning will be referred to the Office of State Heritage for final consideration and determination.</p> | <p>Maintain critical view corridors between the city centre and waterfront.</p> <p>Heritage must be adaptively re-used, retained and recognised. Public spaces must be excellent quality and highly activated, and provide enhanced public access to the waterfront.</p>  | <p>Consistent with the Phillimore Street Master Plan.</p>  |
| <b>Transport</b>   |   |  |
| <p>The Commercial Precinct site needs to link with the transport hub located at the Fremantle Railway Station.</p>   | <p>Train station forecourt to be upgraded as a focus of the city centre's pedestrian network with legible, attractive and comfortable pedestrian link(s) to the CBD and to the waterfront.</p> <p>Fremantle Station to be retained and reinvigorated as the key public transit hub within the city centre.</p>  | <p>Preservation and, if possible, enhancement of the efficiency of transport operations.</p> <p>Public transport service levels to be retained to ensure patrons are not disadvantaged.</p> <p>Ensure planned service growth for rail, bus and parking services are catered for.</p> |
| <b>Economics</b>   |   |  |
| <p>Any proposed development of the Commercial Precinct site will need to provide Fremantle Ports with a fair commercial return.</p>  | <p>Development that is integrated with the economy of the Fremantle CBD and significantly contributes to its economic vibrancy.</p> <p>Further issues to be investigated:</p> <p>Incorporation of a mix of land uses which, whilst ensuring consistency with the working port, can provide for public space activation outside business hours.</p> <p>Enhanced ability to facilitate use of Victoria Quay by cruise ship tourists.</p> <p>Opportunities for shared parking provision with the City.</p> | <p>No cost to PTA's capital or operating budgets.</p> <p>Fair commercial return for the use of PTA's assets (including use of land for vehicle or pedestrian crossovers).</p>  |

# 4.0

## Planning Context

## 4.0 PLANNING CONTEXT

### 4.1 Process Overview

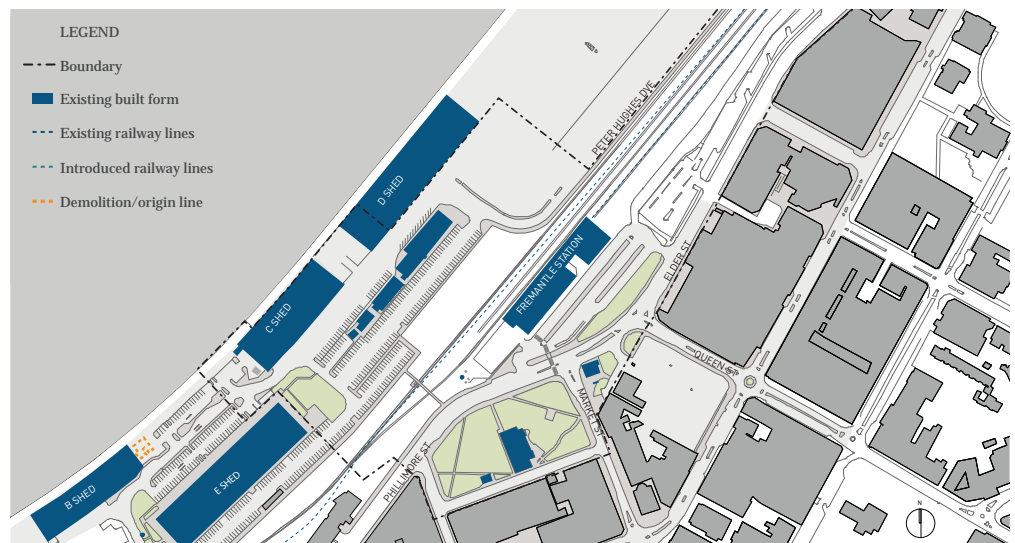
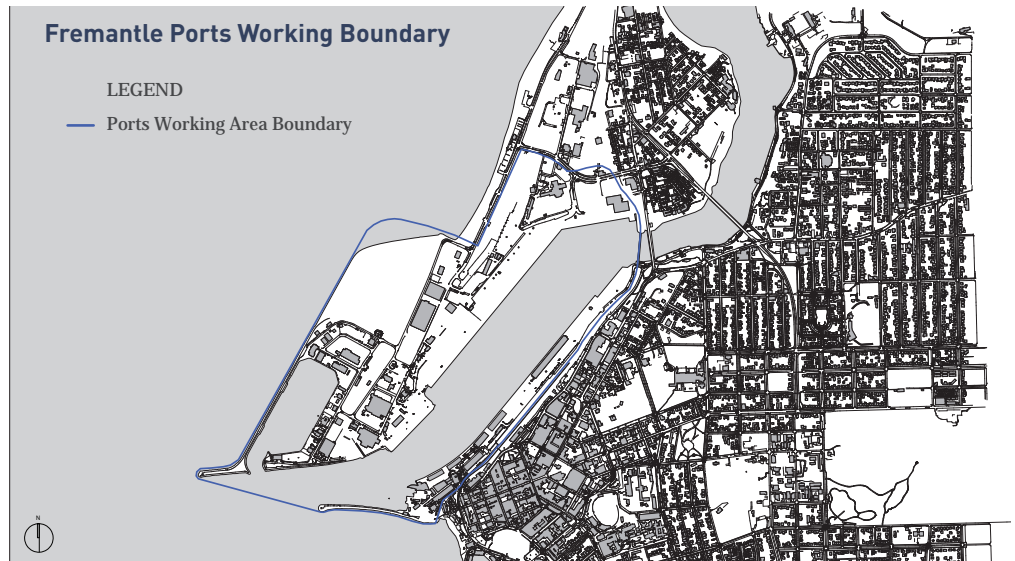
In formulating a comprehensive understanding of the Victoria Quay Commercial Precinct and its environs, as well as its potential, a detailed background review was undertaken that included the following:

- A review of the historical development of the area
- A review of the past plans and studies undertaken for Fremantle Ports and the City of Fremantle relevant to the precinct and surrounding areas
- A review of the current regulatory framework of relevant land use policies and by-laws
- A detailed site inventory of the existing conditions of the site and its surroundings, including existing and past urban character, land uses, public transport, vehicle and pedestrian movement, parking, built form, utilities, port operations and movement, user profiles and municipal services
- Precedent research and best practice case studies of successful waterfronts around the world and the principles that underpin them.

This background review served as an important foundation of understanding as well as inspiration for the preparation of the Precinct Plan.

The outcomes were presented to stakeholders and the public early in the planning process and were instrumental in building a shared understanding of the evolution of the site, its complexity and constraints and the tremendous opportunities it holds for the community at large.

A summary of key outcomes of this background review is provided in this section. A more comprehensive summary and discussion is provided in Part II: Background and Reference document.



Existing buildings within the 3 Precinct Plan areas. Not to scale.

## 4.0 PLANNING CONTEXT

### 4.2 Development History: Victoria Quay

The maritime industry and port activities on Victoria Quay have left the imprint of a richly textured history which is evident in its buildings and structures, as well as many stories which add colourful interpretation to the place. The importance of Victoria Quay in the history of Fremantle and Western Australia is widely recognised and it has been included in the State Register of Heritage Places.

More recently, there has been reduced port operational activity along the western end of Victoria Quay. Port activities are now principally concentrated at the eastern end of Victoria Quay and at North Quay leaving the western end potentially available for a range of community and commercial uses.

Several studies have been undertaken to review the future of the western end of Victoria Quay and to help steer a coordinated urban renewal of Victoria Quay's western end with the aim of transforming the area into a vibrant and desirable destination.

The Fremantle Waterfront Masterplan (Cox Howlett and Bailey Woodland, 2000) provided the initial framework for the development of the western end of Victoria Quay for public and commercial uses.

This masterplan was followed by the Phillimore Street Integrated Masterplan (Donaldson and Warn, 2005) as well as a series of heritage studies and an interpretation plan which all provided greater and more informed appreciation of the area's heritage significance.

There have also been various technical investigations into the condition of the services within the site and the structural integrity of the wharf, slipways, cranes and other maritime structures.

In 1993, the State Government negotiated the return of America's Cup winning yacht Australia II from Sydney. The subsequent construction of the Western Australian Maritime Museum at Forrest Landing to house the famous yacht, was the catalyst for the introduction of urban uses in the western end of Victoria Quay.

With the Western Australian Maritime Museum as a key public attraction and focal point, the development of the common user berth for ferries (O'Connor Landing), and the refurbishment of B Shed, the redevelopment of the historic Victoria Quay into an attractive and popular destination is well underway.

The Commercial Precinct will play an important role in the revitalisation of Victoria Quay. The development objectives presented in the Fremantle Waterfront Masterplan will be achieved by attracting public and private investment in infrastructure, heritage

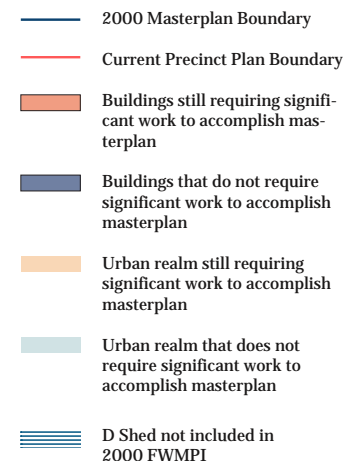
restoration and development projects that will complement existing activities in Fremantle.

The transformation of Victoria Quay's western end and its improved integration with Fremantle will continue in an incremental way with coordinated works undertaken in several stages.

Past and Present Land Comparison

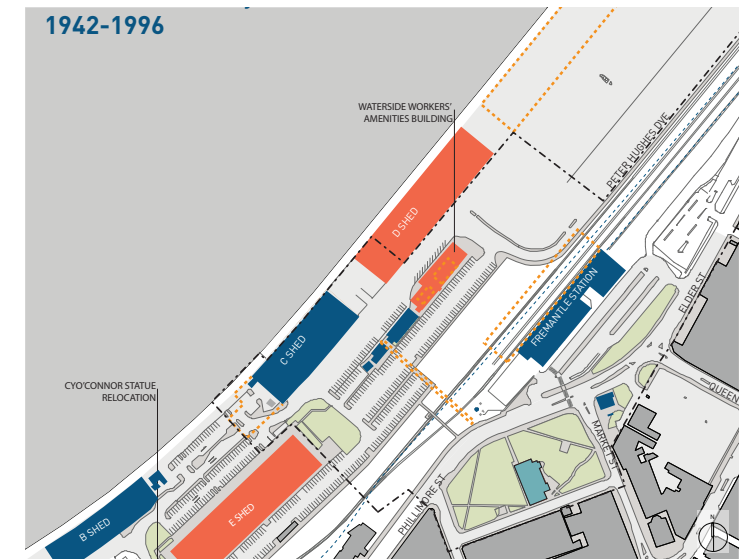
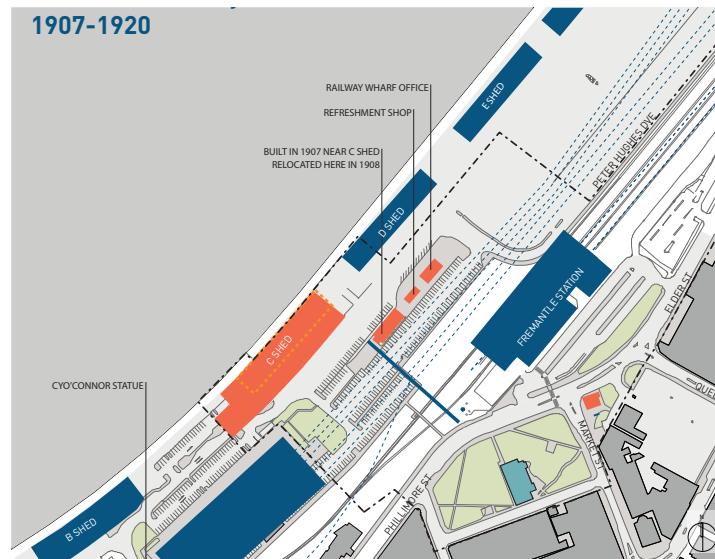
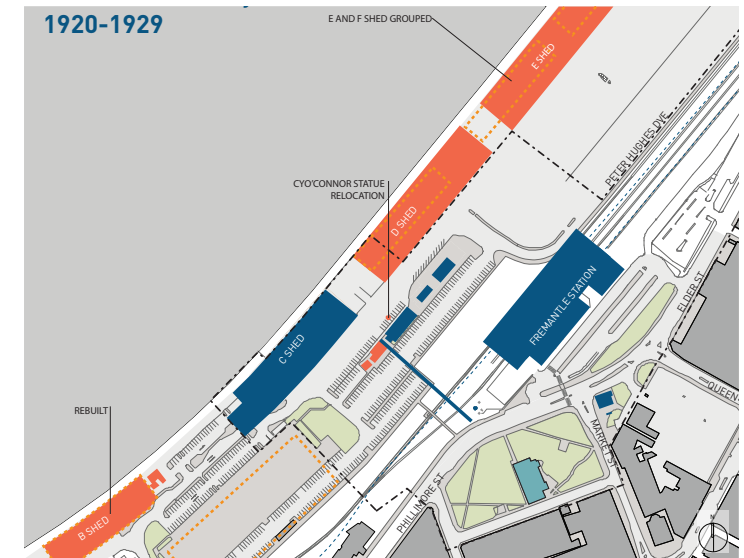
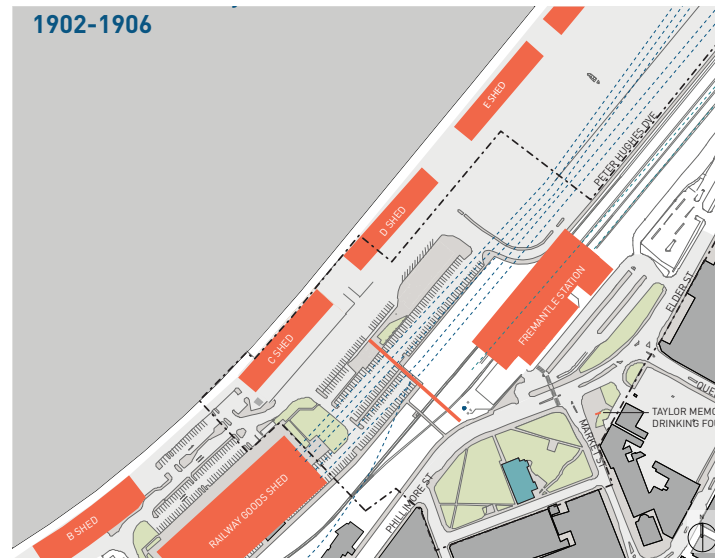


2000 Fremantle Waterfront Masterplan Implementation



## 4.0 PLANNING CONTEXT

### 4.3 Development History: Commercial Precinct



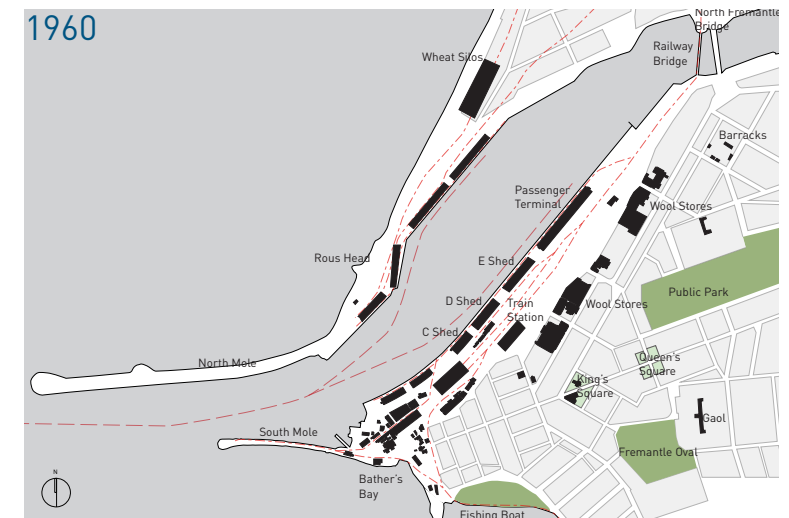
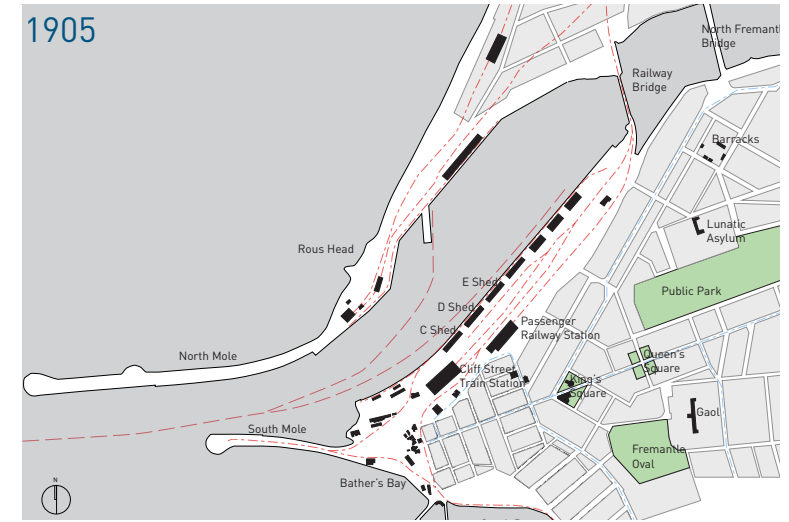
#### LEGEND

- Boundary
- Introduced built form
- Existing built form
- Existing railway lines
- Introduced railway lines
- Demolition/origin line
- Pre -1902



## 4.0 PLANNING CONTEXT

### 4.4 Development History: City of Fremantle, Fremantle Railway Station and the Port



## 4.0 PLANNING CONTEXT

### 4.5 Development History: City of Fremantle

#### PHILLIMORE STREET INTEGRATED MASTERPLAN

In 2007, the City of Fremantle adopted the Phillimore Street Integrated Masterplan as a framework for a major upgrade of the Phillimore Street precinct. The masterplan identifies development opportunities to revitalise this part of Fremantle and, importantly, to improve linkages between the Fremantle city centre and the Victoria Quay waterfront. The planning integrated the needs of the city, the port and public transport to produce the best possible outcome for the community. The Phillimore Street Plan also proposed an alternative Bus Interchange which included direct access from Market Street.

#### AMENDMENT 49

Amendment 49 to Local Planning Scheme No. 4 was gazetted in 2013. The Amendment establish primary planning requirements for the key development sites in and around Kings Square extending towards the railway.

The Amendment is important because it encourages higher density development with increased heights of buildings and stipulates setback from their road boundary. An increase in local residents within close proximity to Fremantle Station and Bus Interchange and optimum pedestrian access to these services will be increasingly important.

A number of important studies and plans has been undertaken by the City of Fremantle in recent years which underpin future development of Fremantle. These include:

- City of Fremantle Strategic Plan 2010 -2015
  - Fremantle Retail Model Plan
  - City of Fremantle's Economic Development Strategy 2011 - 2015.
- These documents can be found on the City of Fremantle website.

#### PRIMARY ACTIVITY CENTRE STRUCTURE PLAN

Directions 2031 is a high level spatial framework and strategic plan prepared by the State Government. It establishes a Vision for future growth of the metropolitan Perth and Peel region. It provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios.

The City of Fremantle is one of the potential Primary Activity Centres identified in the Perth and Peel region. To achieve this status, the City of Fremantle is required to prepare a Structure Plan which sets out a more detailed spatial framework and strategic plan specific to future development in Fremantle.

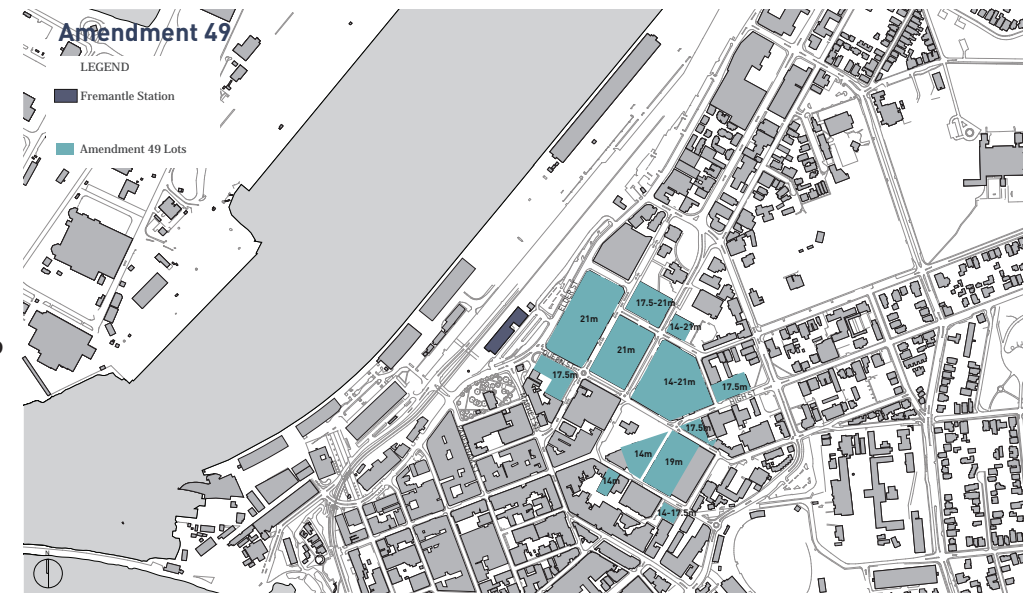
The Victoria Quay Commercial Precinct Plan, Fremantle Railway Station Precinct

Plan and Pioneer Park Precinct Plan will be incorporated into the Structure Plan when it is completed.

#### FREMANTLE WEST END CONSERVATION AREA POLICY

The West End is the original Fremantle town centre as laid out in 1829. It is rich in history and heritage value. The entire area is entered in the Register of the National Estate. As such, the impact of any development in the Commercial Precinct needs to consider its impact on the West End.

The objective of this policy is to create an awareness of the West End heritage so as to enable preservation and enhancement of the area and to facilitate sympathetic redevelopment whilst giving guidance to the Council's discretionary powers under Town Planning Scheme No. 3.





## 4.0 PLANNING CONTEXT

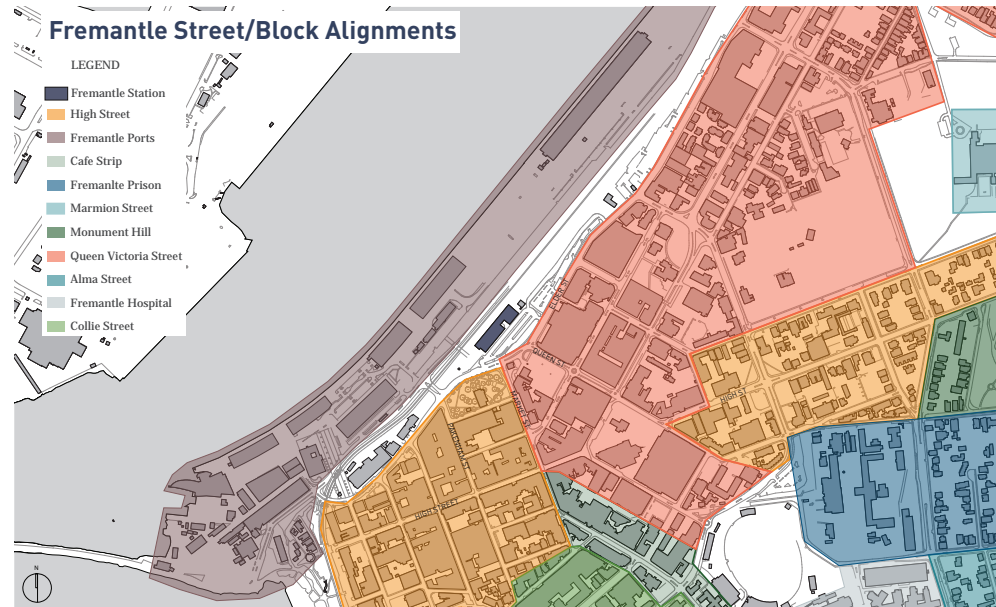
### 4.6 Existing Conditions

#### URBAN CONTEXT

The urban form of Victoria Quay is a functional response to the requirements and activities of a working port. It has a readily identifiable architectural vernacular which reflects its working port functions. There is a distinct built edge to the harbour (the transit sheds) with an access spine immediately behind it.

The architectural heritage of the City reflects periods of economic prosperity and decline which, in turn, provides a variety of architectural expression. Combined with the architectural heritage of Victoria Quay, there is a wide variety of building styles.

Victoria Quay is a vital part of the Fremantle community. The port has been a key driver in the economy, growth and character of the City. However, there is a clear physical separation, namely the railway lines and lack of clear wayfinding, between cultural activities, retail anchors and attractions in the City of Fremantle and Victoria Quay.



The West End of Fremantle.



Existing C Shed sits within the Commercial Precinct.



Woolstores opposite the railway line.

## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### VICTORIA QUAY VERNACULAR

Large scale, long, industrial framed (rather than masonry) sheds with long axis oriented along the waterfront typify the existing Victoria Quay. A utilitarian and robust building design and material selection is evident.

The former cargo sheds (C Shed from 1901-1906, A, B and C Sheds from the 1920s) have the following distinctive industrial features which dominate the vernacular:

- Industrial-scaled sliding doors
- High strip operable ventilation windows (timber framed)
- Long gable-ended roofs broken up into individual roofs over structural bays. The line of the roof ridges follows the long axis of the building and is continuous for the length of the building
- Timber-framed structure with timber weatherboard or corrugated steel cladding.

Victoria Quay places buildings within a large open area rather than lining long streetscapes with continuous buildings.

As such it provides a different vernacular from buildings in the adjacent largely intact Goldrush era streets in the City of Fremantle's Central Precinct.

Buildings in these areas (such as Market Street) are predominantly two to four storey with finely detailed facades and continuous street awnings.

#### CONTRASTING STYLES

The existing single storey former Migrant Immigration Office and Information Bureau (built 1907) and associated former Waiting Room (built c.1926) are retained because they have primary historical and cultural significance due to their direct relationship to the history of migration to Western Australia. As such they must be incorporated into the Commercial Precinct. Their smaller, less industrial design is at odds with the other more utilitarian existing port buildings and spaces.

The design of buildings in central Fremantle's Goldrush era streets have a scale and use similar to some of the new development areas on Victoria

Quay. Their formality and urbanity is, however, completely different from the industrial nature of the port. Streets such as Market Street have finely detailed and articulated, generally two storey, facades proportioned according to the classical geometry popular in the early 19th century. Care should be taken not to replicate their design, but to analyse their details which are applicable to the podiums of the Commercial Precinct.

From ground floor to roof these buildings display a hierarchy of parts, with visually open ground floor shops (windows starting at 300 to 400 mm above footpath level and extending to ceilings about four meters high) and more solid walls punctuated with vertical windows above.

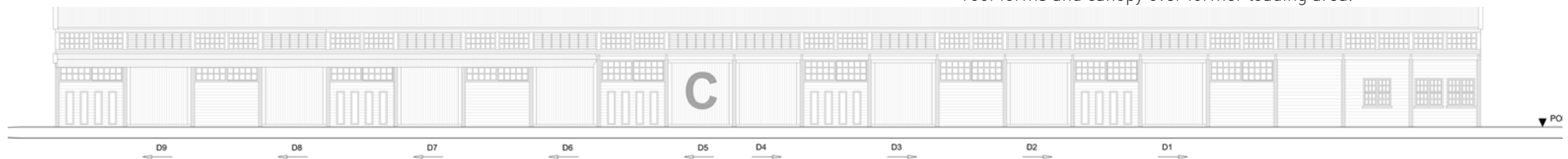


Market Street facades, typical central Fremantle goldrush era street.

A predominantly symmetrical proportioning system orders both vertical building elements such as piers and window spacing, and horizontal elements such as window heights, masonry banding and awnings.



Existing former cargo C Shed, Victoria Quay Commercial Precinct (East elevation). Note distinctive industrial features; roof forms and canopy over former loading area.



Existing former cargo C Shed, Victoria Quay. Part South elevation. Note linear rhythm, ventilation windows and large sliding doors.



## 4.0 PLANNING CONTEXT

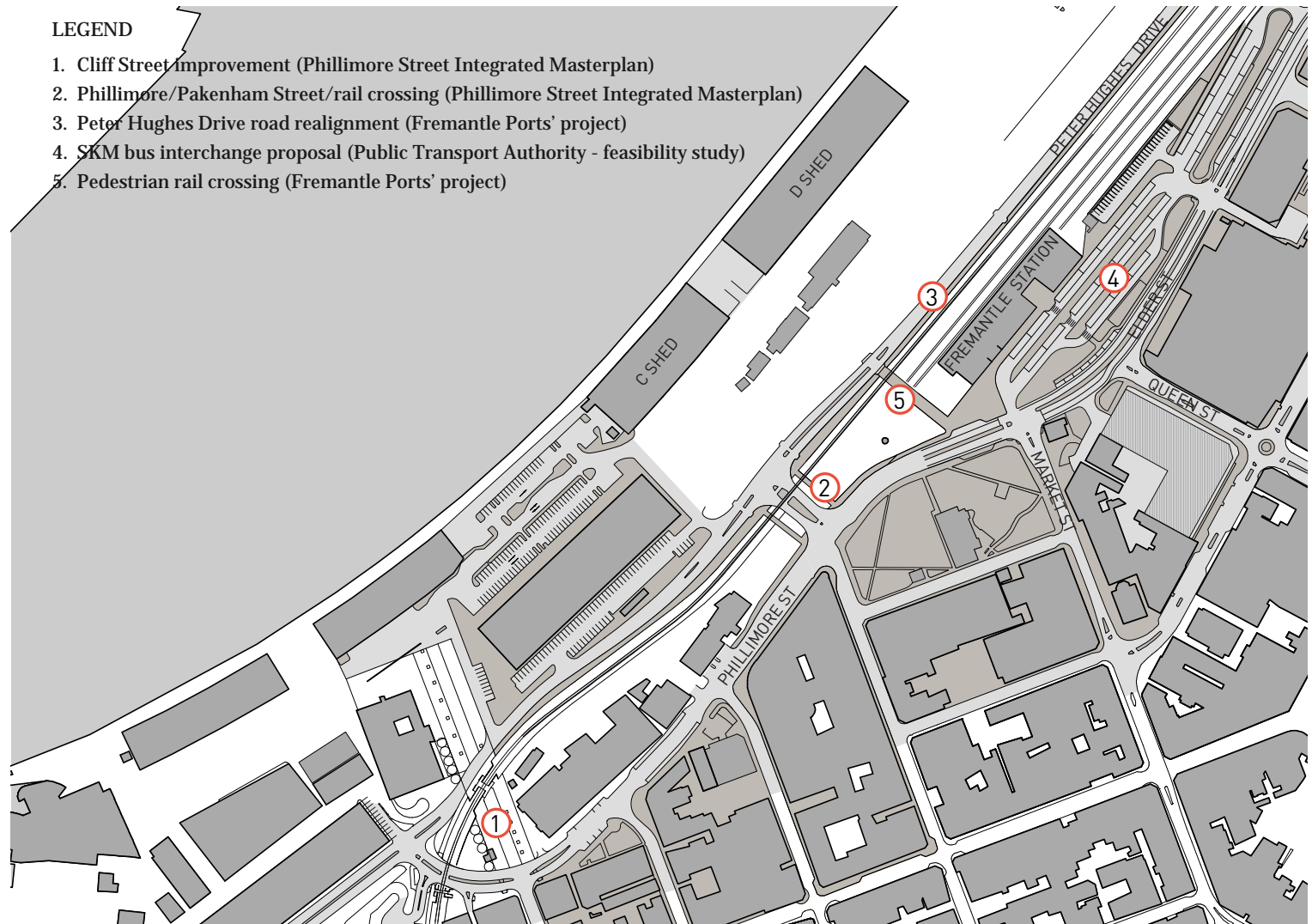
### 4.6 Existing Conditions

#### BASE CONDITIONS

Past plans and studies undertaken for the Public Transport Authority (PTA), Fremantle Ports and the City of Fremantle relevant to the three precincts have been collated and agreed to by all Project Partners to form a base structure from which to work. The adjacent diagram outlines the Precinct Plans' base structure and the plans that inform this. Refer to Part II: Background and Reference for land tenure plan detail.

#### LEGEND

1. Cliff Street Improvement (Phillimore Street Integrated Masterplan)
2. Phillimore/Pakenham Street/rail crossing (Phillimore Street Integrated Masterplan)
3. Peter Hughes Drive road realignment (Fremantle Ports' project)
4. SKM bus interchange proposal (Public Transport Authority - feasibility study)
5. Pedestrian rail crossing (Fremantle Ports' project)



## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### LAND USE

The Commercial Precinct is identified as 'Public Purpose Special Use' by the Western Australian Planning Commission in its Metropolitan Region Scheme (MRS).

Victoria Quay's Commercial Precinct is within Fremantle Port's "Buffer Zone 1". The State Industrial Buffer Policy (SIBP) adopted by the Western Australian Planning Commission in 1997 requires controls to be placed on all new development to minimise the following potential impacts associated with proximity to a working port:

- Ingress of toxic gases in the event of an incident within the port
- Shattering or flying glass as a consequence of an explosion within the port
- Noise transmission emanating from the port (attenuation in the order of about 35dB is required)
- Odour emanating from the port.

The City of Fremantle Local Planning Policy 2.3 Fremantle Port Buffer Area Development Guidelines identifies specific requirements within each Buffer Zone. These address items such as limitations to aggregate window areas facing the Inner Harbour, glass minimum thickness and window design, limitations of balconies facing the Inner Harbour, air-conditioning design, and minimum

construction quality.

The land uses identified for the Commercial Precinct in the Fremantle Waterfront Masterplan are primarily professional and commercial offices and retail uses with some education, entertainment, food and beverage, marine trade and passive recreation.

Fremantle Ports' ownership of the Commercial Precinct allows it to ensure that development will not be detrimental to the operations of the port.



The impact of Buffer Zones on land uses for Victoria Quay and Fremantle city.

- LEGEND
- Railway Reserve
  - Public Purpose-Special Use
  - Central City Area
  - Park.



Metropolitan Region Scheme Land Use map.

## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### WAYFINDING: LINKS BETWEEN VICTORIA QUAY AND THE CITY OF FREMANTLE

Access points to Victoria Quay (via the pedestrian maze rail crossing west of Fremantle Railway Station or the Cliff Street vehicle and pedestrian crossings) are currently difficult for visitors to navigate from either the station or other parts of Fremantle.

Iconic existing buildings such as the Fremantle Ports Administration Building (1964) and the Western Australian Maritime Museum (2002) assist in navigating visitors to the Quay. Additionally, the Fremantle Railway Station building is one of the most recognisable in Fremantle, so the Commercial Precinct's location to its immediate north is key.

New development at Victoria Quay will be partially visible from the city of Fremantle (subject to "view cones") in a similar way to the Fremantle Ports Administration Building. The new buildings will assist visitors to find their way to the precinct.

#### LINKS TO PASSENGER TERMINAL (PASSENGER SHIPS)

The current pedestrian access to the Fremantle Passenger Terminal is over the railway via an overpass to the east of the Fremantle Railway Station. This route takes pedestrians along Elder Place and provides little shelter or interest to users, who are predominantly cruise ship tourists.

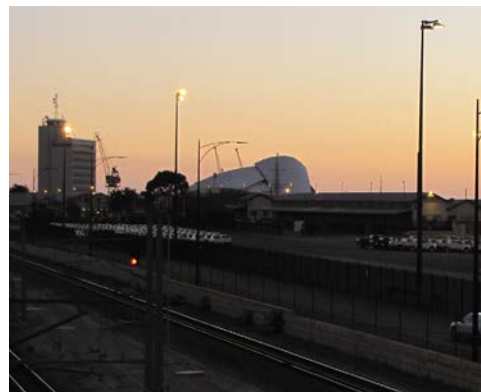
An opportunity exists to improve this arrival experience with streetscape improvements to Elder street, Beach Street and Peter Hughes Drive and possible exploration of options for a new connection to bring passengers via the Victoria Quay Commercial Precinct through to the city.



View across footbridge to Passenger Terminal.



Example of "hi-line", North Wharf Promenade, Wynyard Point, Auckland New Zealand. Taylor Cullity Lethlean Wright + Associates.



View of Fremantle Ports tower and Maritime Museum at dusk.

#### NOISE AND VIBRATION

In addition to the passenger train line adjacent to the precinct, there is a freight train line which operates 24/7 with train movements predicted to increase significantly as the inner harbour trade increases to its capacity.

Development should consider the impact of noise and vibration emanating from these trains in structural and acoustic design.



View across to freight train line.



## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### INDIGENOUS FREMANTLE BEFORE EUROPEAN CONTACT

Fremantle was traditionally located at the convergence of three major bidi (path ways):

- The path to Fremantle from Mt Eliza which followed the north side of (and ran parallel to) the Swan River estuary. This was located in Mooroo country (the leader Yellagonga)
- The path to Fremantle from the Canning River area, which followed the south side of the river was located in Beeliar country (the leader Midgegooroo)
- The path to Fremantle from the Murray River region located in Pinjarup [also Pinjareb] country (the leader Banyowla).

#### FOOD RESOURCES

The Fremantle area was rich in food resources, most notably estuarine fish. The large shoals which dominated the estuary (which was protected for a large part of the year by a rocky bar and sand banks at its entrance) provided an abundant supply of fish that could easily be procured, mainly through spearing and fish traps.

#### RIVER CROSSINGS

It has been established within the group workshops that the main river crossing was in the vicinity of what is marked on the old maps as Ferry Point, where a sandy promontory with lagoons and samphire flats/ reed vegetation (see old maps) extended out into the estuary. A shallow channel of approximately one and a half feet deep was “fordable” at certain times of the day. According to an 1841 hydrographic survey (chartered by Stokes on board the Beagle) this channel was a quarter of a fathom deep (equivalent to 1.5 feet).

#### TRADING AND CEREMONIAL

Fremantle was the focus of an important regional trading centre long before white settlement.

#### MYTHOLOGICAL

Fremantle area was traditionally associated with the totemic Dingo Ancestor, known as dwerda (or doorda).

The whole extent of the Swan River, including the estuary and its mouth, is associated with Waugal mythology.

*Excerpts from the Summary Report prepared by consulting anthropologists from Macintyre Dobson and Associates for Fremantle Ports in February 2009.*

#### FREMANTLE PORT HISTORIC OVERVIEW

The development of early port facilities and later of the Inner Harbour and Victoria Quay at Fremantle have influenced both the physical layout of Fremantle and its identity as a port city. Victoria Quay has had a remarkable impact on the development of Fremantle and the State since the late 1800's.

In terms of the development of the State, 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.

The land at the western end of Victoria Quay is also associated with the site of the claiming of possession of the western third of the continent of Australia for Britain by Captain Fremantle in June 1829, although the original shoreline has changed through the construction and development of the harbour.

The buildings, archaeology, and structures of Victoria Quay reflect the numerous phases of Western Australia's development, from the early jetties of the mid-1800s, to the Inner Harbour construction as a result of responsible Government and gold boom prosperity in the 1890s. Inter-war agricultural expansion and migration are evidenced by the transit sheds, immigration and

information buildings. The World War Two defence structures provide evidence of Victoria Quay's role in Australia's coastal defence network.

From the time of European settlement in 1829 until the mid-1970s, Fremantle was the main point of entry for migrants and visitors entering Western Australia via South Bay Jetty and then Victoria Quay. Victoria Quay was particularly important as the main entry port for immigrants in the period following World War Two.

Victoria Quay has an historic link with Rottneest, through the activities of the harbour master and pilots who guided ships from the coast into the harbour.

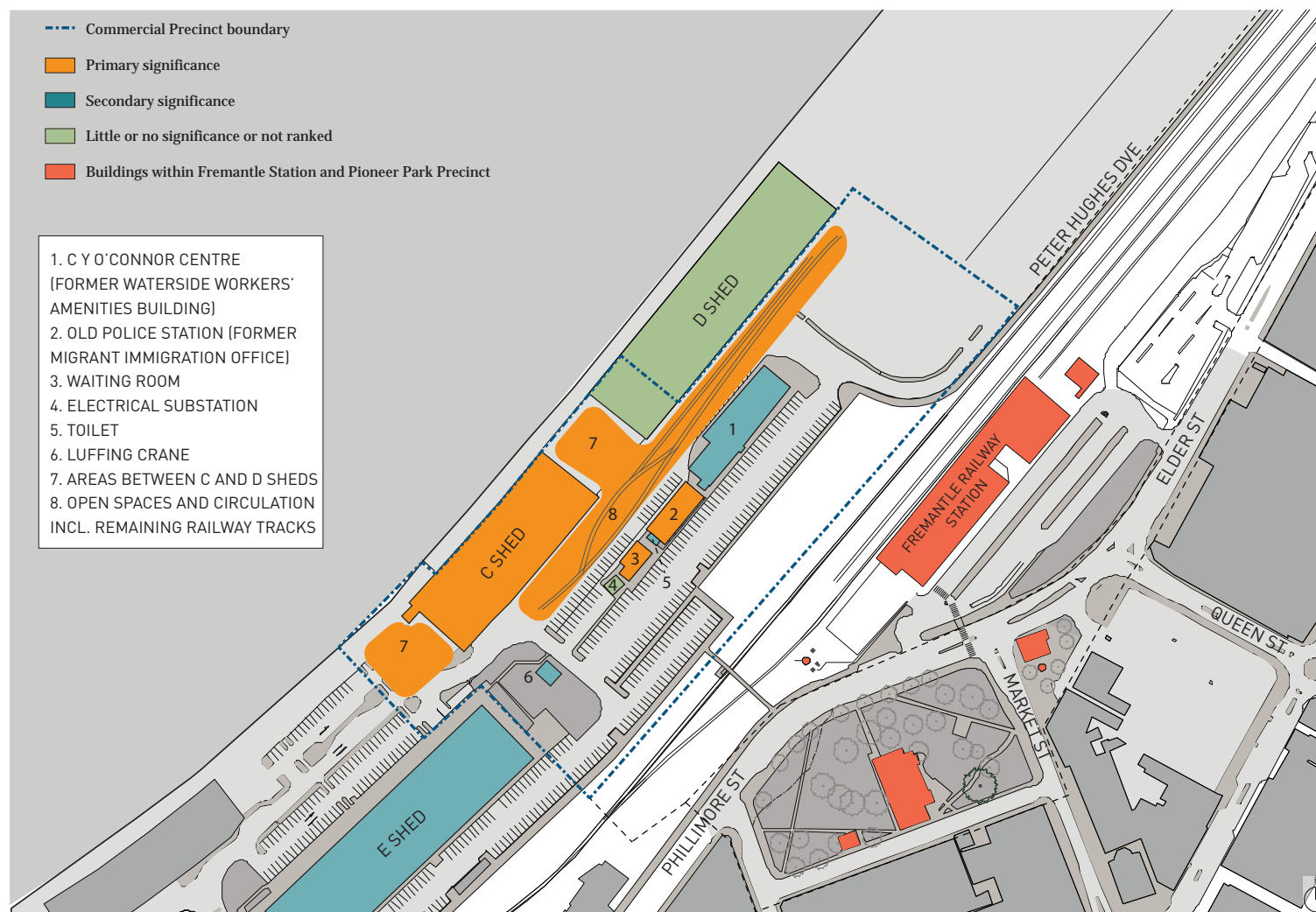
The place played an important role in the defence operations of Australia during World War Two. Australian, American, British and Dutch wartime service groups operated submarine bases from Victoria Quay and many troop and liberty ships berthed there.

Also Victoria Quay is important as the site of the industrial dispute sometimes referred to as 'Bloody Sunday' that culminated on 4 May 1919. The place is associated with the many lumpers and dock workers who were employed on the wharves, as well as many others who enjoyed watching shipping coming and going, fishing, catching ferries to Rottneest and the like.

## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### EXISTING HERITAGE AND LEVELS OF SIGNIFICANCE



Based on West End Victoria Quay Conservation Policy 2008.

### 4.6 Existing Conditions

Victoria Quay has significant historical and social associations with many individuals and groups, including its designer C. Y. O'Connor, its construction workforce, the Public Works Department of Western Australia and the Premier of the day, Lord John Forrest. O'Connor was responsible for the most significant civil engineering works of Western Australia at the time, and Forrest gave his political support to the construction of the Inner Harbour at both the local and federal level.

#### HERITAGE STATUS

Victoria Quay is included on the State Register of Heritage Places. To assist in managing heritage values and to guide development 'West End Victoria Quay, Fremantle, Conservation Policy 2008' was prepared. Development will be guided by this policy.

The project area is of high significance to the history of European culture in Western Australia, particularly the settlement of Fremantle and Perth.

Almost the entire Commercial Precinct is included in the State Register, with the exception of D Shed, which has a degree of significance as part of the set of remaining transit sheds.

Any development proposals affecting places of heritage significance will need to be submitted to the State Heritage Office for comment and approval.



## 4.0 PLANNING CONTEXT

### SIGNIFICANCE

The approach to the treatment of the spaces and buildings will be guided by their relative significance and the significance of the elements in and adjoining the precinct are listed below.

#### PRIMARY SIGNIFICANCE

Open spaces and circulation, including remaining tracks

C Shed

Area between C and D Sheds

Old Police Station (Former Migrant Immigration Office and Information Bureau)

Waiting Room

#### SECONDARY

E Shed

C Y O'Connor Centre (Former Waterside Workers Amenities Building)

Toilet

Luffing Crane

#### LITTLE OR NO SIGNIFICANCE

Electrical Substation

#### NOT RANKED

D Shed was not ranked as it was excluded from the study area.

#### SOCIAL SIGNIFICANCE

The State Heritage listed former Migrant Immigration Office and Information Bureau (built 1907) and associated former Waiting Room (c.1926) are within the Commercial Precinct. The buildings

derive primary historical and social significance from their direct relationship to the history of immigration to Western Australia and, via Fremantle, to Australia generally. Refer to Victoria Quay Fremantle Interpretation Plan (Lookear and Lovell Chen 2010).

#### IMMIGRATION COMPLEX HERITAGE ASSESSMENT

Fremantle Ports and the Heritage Council jointly commissioned Kelsall Binet and Dr Nonja Peters (historian) to prepare a Heritage Assessment of the group of buildings commonly known as the Immigration Complex that are situated in the Commercial Precinct site. The buildings comprise:

- Former Migrant Immigration Office and Information Bureau (currently known as the Old Police Station)
- Waiting Room
- Toilet Block
- Former Waterside Workers' Amenities Building (currently known as C.Y. O'Connor Centre)
- No. 1 Electrical Sub-Station.

In August 2001, following consideration of the Heritage Assessment, the Heritage Council determined that the Old Police Station (former Migrant Immigration Office), the Waiting Room, and the adjacent toilet block should be retained in their current location. The Heritage

Council also stated that the Electrical Sub-Station could be demolished and the C.Y. O'Connor Centre could be removed if it was shown that it was neither prudent nor feasible to incorporate it into a new development.

#### PREVIOUS DEVELOPMENT APPROVAL

The Western Australian Planning Commission previously approved a major project in the Victoria Quay Commercial Precinct for ING Real Estate which included the advice of the State Heritage Office. A heritage impact statement was prepared for the ING development and was a useful tool for State Heritage Office decision-making.

As part of the development process for the ING development at Victoria Quay, the preparation the Victoria Quay Fremantle Interpretation Plan (Lookear and Lovell Chen 2010) was undertaken.

### C Y O'CONNOR CENTRE

In 2012, Fremantle Ports asked the State Heritage Office to review the existing status of the CY O'Connor Centre to provide further guidance for the Precinct Plan process. The Heritage Council's letter dated 31 December 2012 notes:

*'... best practice requires that consideration of the possible impact of development on the cultural significance of a place (be it adaptive, reuse or demolition) must be made on the basis of the development being proposed at the time'.*

The State Heritage Office responded with a recommendation to defer the review until a development proposal is received. The reason given was to ensure that this building is assessed in conjunction with the other buildings of primary and secondary significance and the development proposed at the time.

The State Heritage Office confirmed that the cultural significance of the Amenities Building is an important element in the Port's history and development and was part of a national response to industrial relations on Australia's waterfront during the Second World War.

## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### KEY VIEW CORRIDORS

Existing visual connections between the city of Fremantle and the port have a high level of importance to the community and must be maintained and enhanced by any new developments in the Victoria Quay precinct. The heights and footprints of new development should ensure minimal interruption to key views as outlined below

#### KEY VIEWS WITHIN VICTORIA QUAY

The linear form of existing former cargo transit sheds and associated roadways along Victoria Quay create view corridors on the same axis as the wharf edge. The Commercial Precinct's new primary streets (the new Wharf Road and realigned Peter Hughes Drive) will reinforce these corridors by running predominantly parallel to them. Secondary shorter streets connecting these two primary streets run perpendicular.

Excellent views from upper levels of the Commercial Precinct to the City of Fremantle and Fremantle Port will be an attractive feature of new buildings. These views, which have not been available previously, are a major marketing benefit.



View from E Shed looking across waterfront.



Between shed view cone.



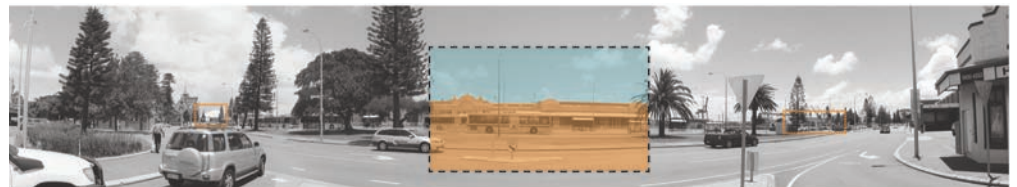
Consider view running parallel to VQ waterfront.



Queen Street view cone.



Consider view from Fremantle Railway Station and cranes beyond.



View from Queen Street to Fremantle Railway Station.



## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### KEY VIEWS TO THE PORT AND FREMANTLE RAILWAY STATION FROM THE CITY CENTRE

The dominance of the Fremantle Railway Station building, with predominantly clear sky backgrounds when viewed from key approaches such as Market Street and Queen Street, is important. Building envelopes of new development in the Commercial Precinct must ensure the station is not overpowered.

Views of the working port from Pakenham Street (moving cargo ships, boats and cranes as well as containers stacked on the far side of the harbour) must also be considered in the design of buildings in the Commercial Precinct.

Civil and building works associated with new developments (such as new roads and pedestrian crossings over the railway line) will create new view corridors from Fremantle to the port.

The balance between preserving view corridors and providing enough space for usable, efficient buildings must be considered in calculating the new building envelopes. The resulting commercial building footprints must satisfy minimum operable office floor plates. Some minor incursions into view corridors in the interest of efficient building designs should be supported.

The Commercial Precinct's building envelopes/footprints should also ensure that new public spaces are of sufficient

size to be activated, rather than becoming too broken up by the requirements of view corridors. The resulting tighter ground floor building perimeters will be more readily activated with food and beverage or lively retail.

New building forms must define view corridors and enhance wayfinding to and through the area.



Pakenham Street view cone.



Consider view of cranes at port beyond.



View from corner of Pakenham and Philimore Street to cranes in port.



Market Street view cones.



Consider view of Fremantle Station entry vault.



View from Market Street to Fremantle Railway Station.

## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### PARKING

Currently, Victoria Quay provides approximately 420 public, long and short-term car parking bays. New development within the site is expected to create new demand for short-term parking and reduce the supply of public long stay parking. A greater mix of parking options (short, medium and long stay parking, on and off street, multi-deck) is expected to be needed to service the new development within the precinct.

The standards-based parking requirements for different land uses are specified in the City of Fremantle's Local Planning Scheme No. 4 (LPS 4). LPS 4 currently takes precedence in terms of defining parking requirements (Clause 5.7.2).

The DoP is developing a new State Planning Policy, which will cap parking provision within activity centres. This will apply to Fremantle, when adopted, and generally take precedence over LPS 4 (as amended). Currently, State Planning Policy 4.2 (Activity Centres for Perth and Peel) (SPP 4.2) is operational but only provides general guidance regarding parking supply for retail and commercial land uses.

In practice, parking supply should be in recognition of the excellent mode choices available in this location and the constrained nature of the road network.

#### EXISTING VEHICLE AND PEDESTRIAN ACCESS AND PARKING



## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

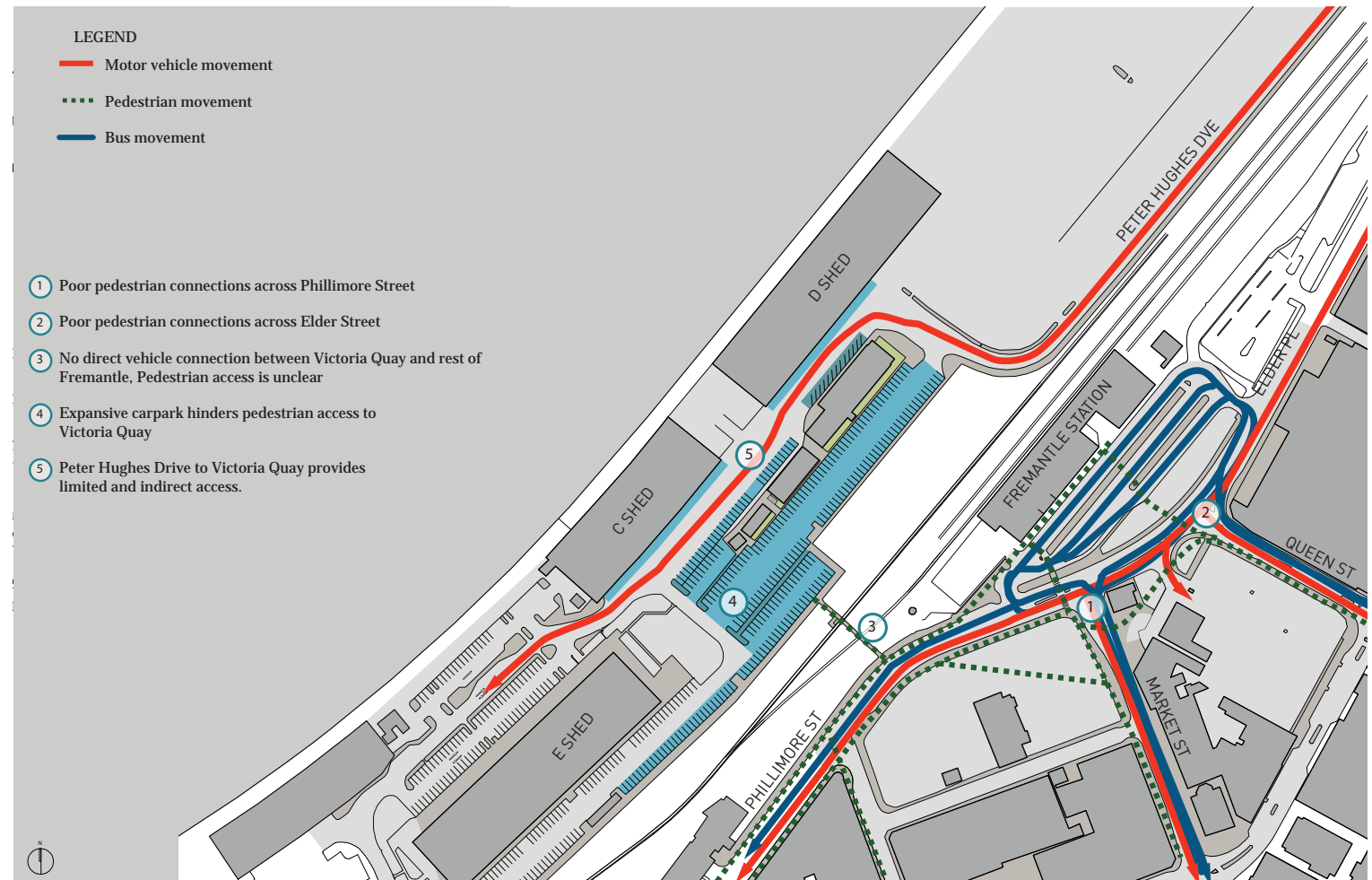
#### ROAD NETWORK CAPACITY

There is very limited road capacity in Fremantle, given historical development patterns and associated limitations on road reserve widths. Traffic count data supplied by Main Roads WA and the City of Fremantle, however, suggest that traffic levels have remained static or have fallen in recent years on nearby streets such as Phillimore Street and Market Street. Forecasts generated by Main Roads WA's Regional Operations Model (ROM) suggest that 2031 traffic volumes will not be appreciably higher. This is because Fremantle's peninsular location is not subject to significant through traffic.

New activity intensity however, has the potential to increase traffic significantly unless parking supply is managed and non-vehicle modes re-prioritised.

There are a number of narrow one-way streets in the vicinity of the precincts, which further limit circulation patterns.

#### EXISTING VEHICLE AND PEDESTRIAN MOVEMENTS AND PARKING





## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

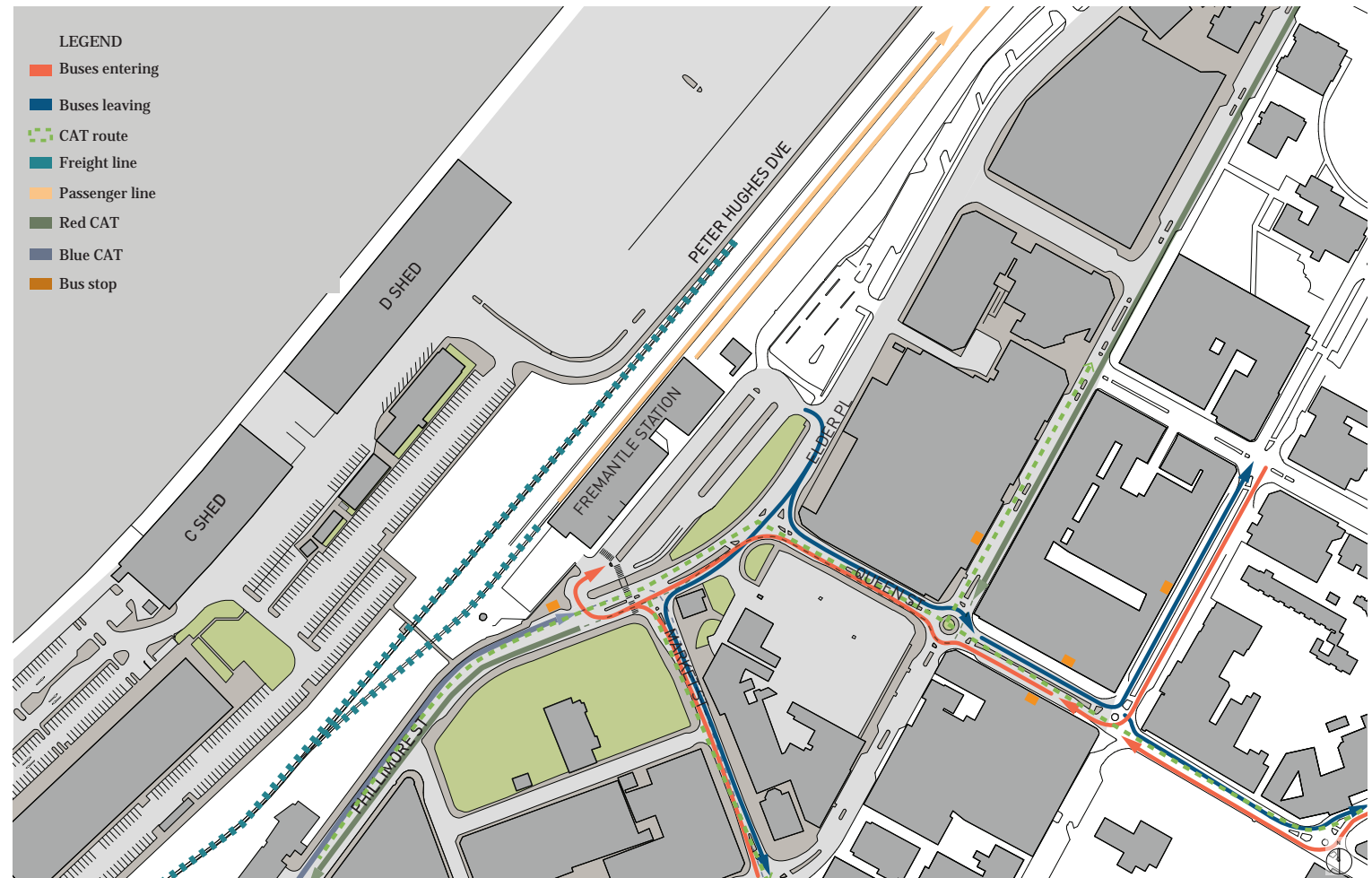
#### ACCESS AND CIRCULATION

Victoria Quay is separated from the Fremantle Railway Station and the south side of Phillimore Street by passenger and freight railway lines. There are vehicle crossings at the western end of Phillimore Street and the subway further east off Beach Street. There is also a pedestrian crossing west of the railway station and a pedestrian overpass in front of the Fremantle Passenger Terminal. These create barriers to movement for cars and pedestrians/ cyclists and limit the permeability of the movement network.

Approval from the WAPC for new at-grade rail crossings for both pedestrians and vehicles at Packenham Street and improved crossings adjacent to the station and at Cliff Street has lapsed. These approvals were granted in March 2008 and were to be exercised within two years.

A major upgrade to Peter Hughes Drive, which runs along the north side of the railway line, has been postponed.

#### EXISTING PUBLIC TRANSPORT



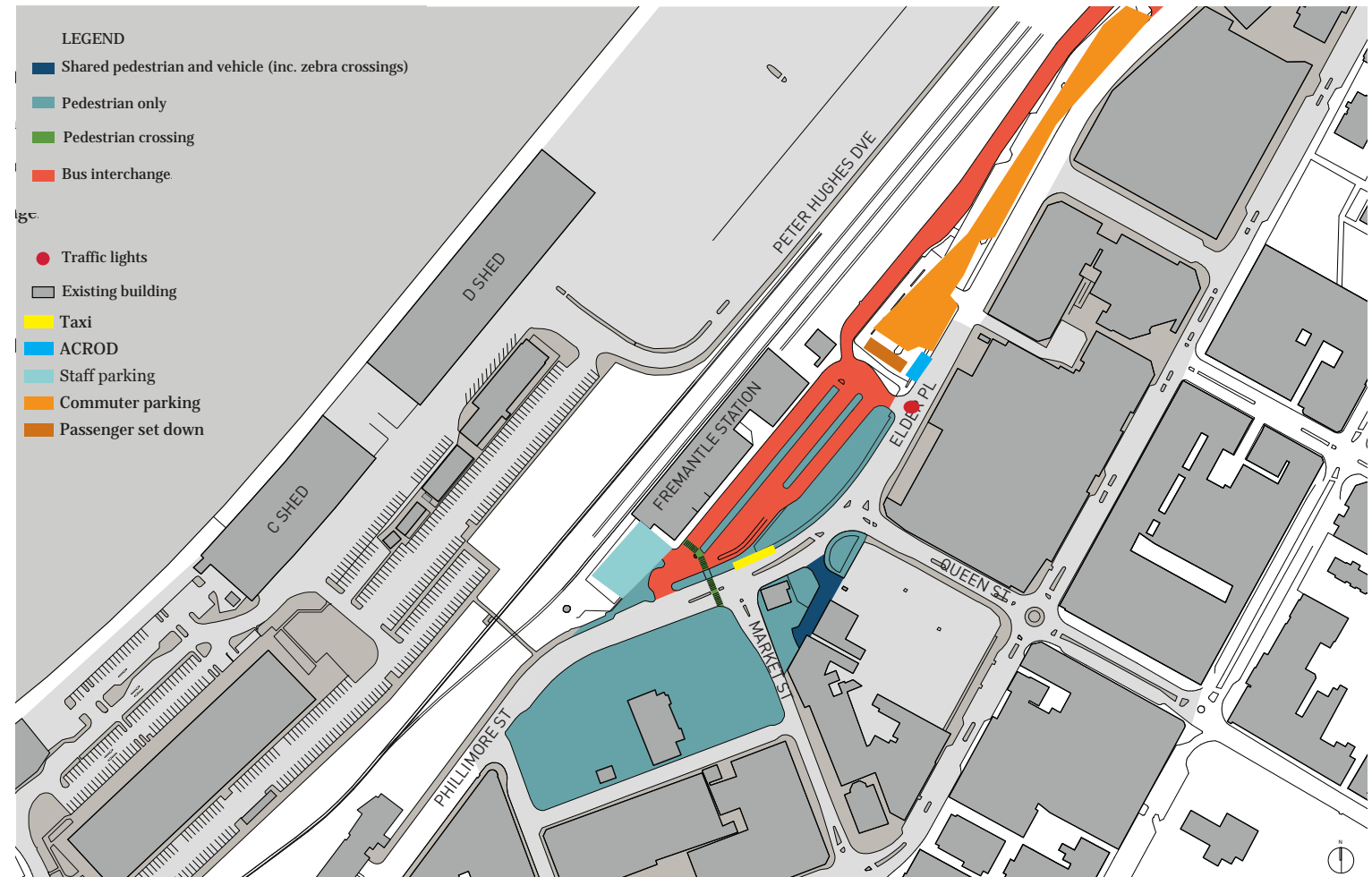
## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### ACCESS AND CIRCULATION

Safe, controlled pedestrian access across Phillimore Street and Elder Place is currently lacking in the vicinity of the Fremantle Railway Station. Access to the Commercial Precinct is inconvenient and indirect.

#### BUS INTERCHANGE - CURRENT



Aging pedestrian crossing Elder Street from Queen Street with no direct universal access provided.

## 4.0 PLANNING CONTEXT

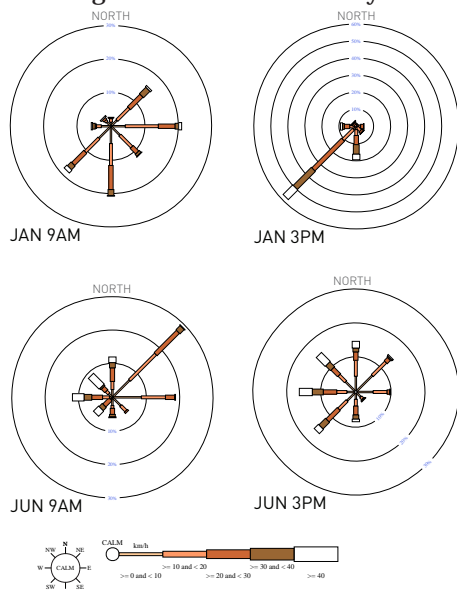
### 4.6 Existing Conditions

#### CLIMATIC IMPACT

Because of its coastal location, the commercial precinct is more exposed to weather conditions than built-up inland urban sites. Strong off shore winds, particularly in summer coupled with salt-laden air and strong afternoon western sun all need to be considered in the planning and design of any building or public spaces.

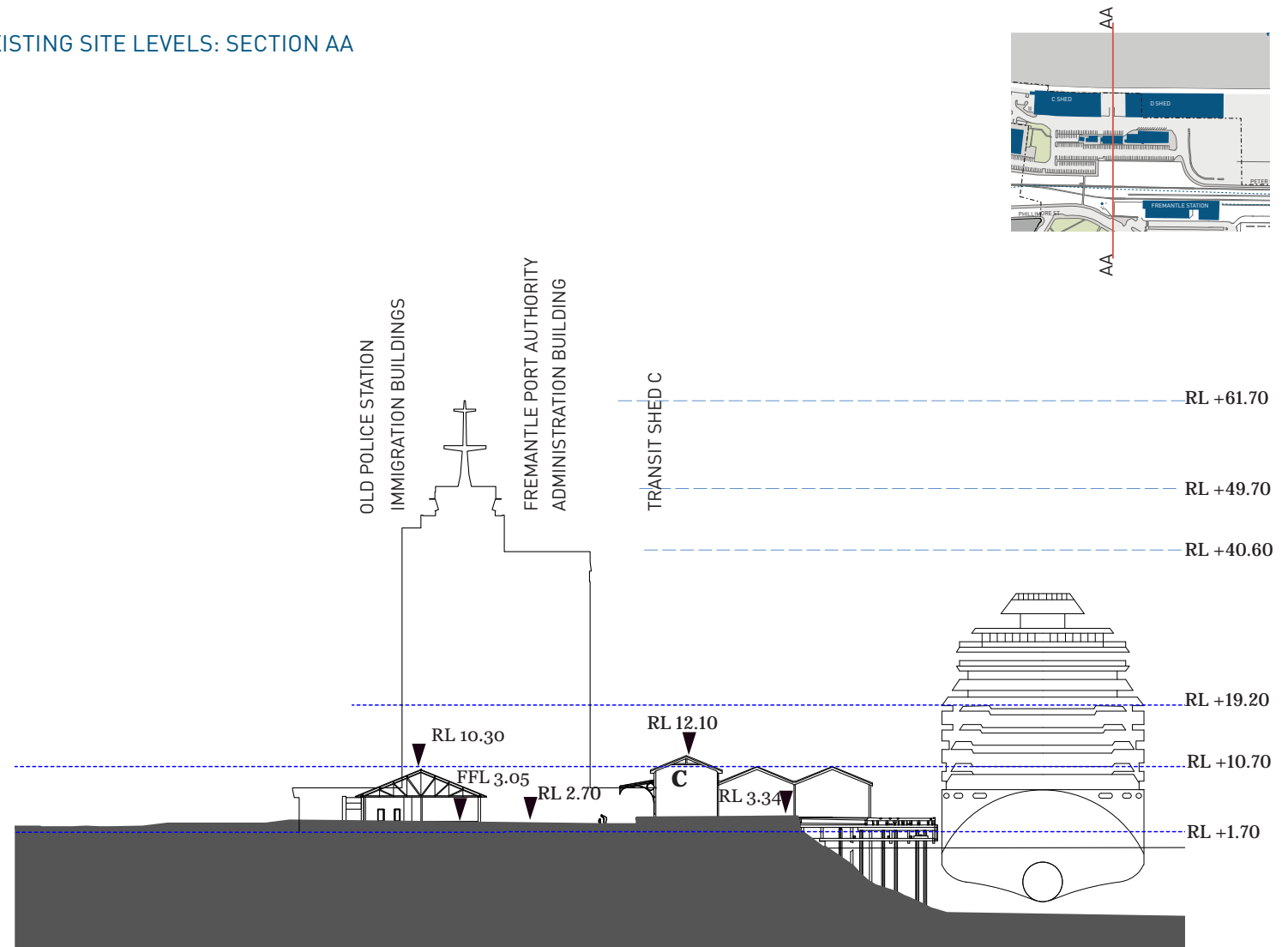
The wharf edge and longer facades of the transit sheds face north-west, providing direct solar access to winter sun.

The sheds also provide protection from the strong summer southwesterly winds.



Wind roses showing prevailing winds.

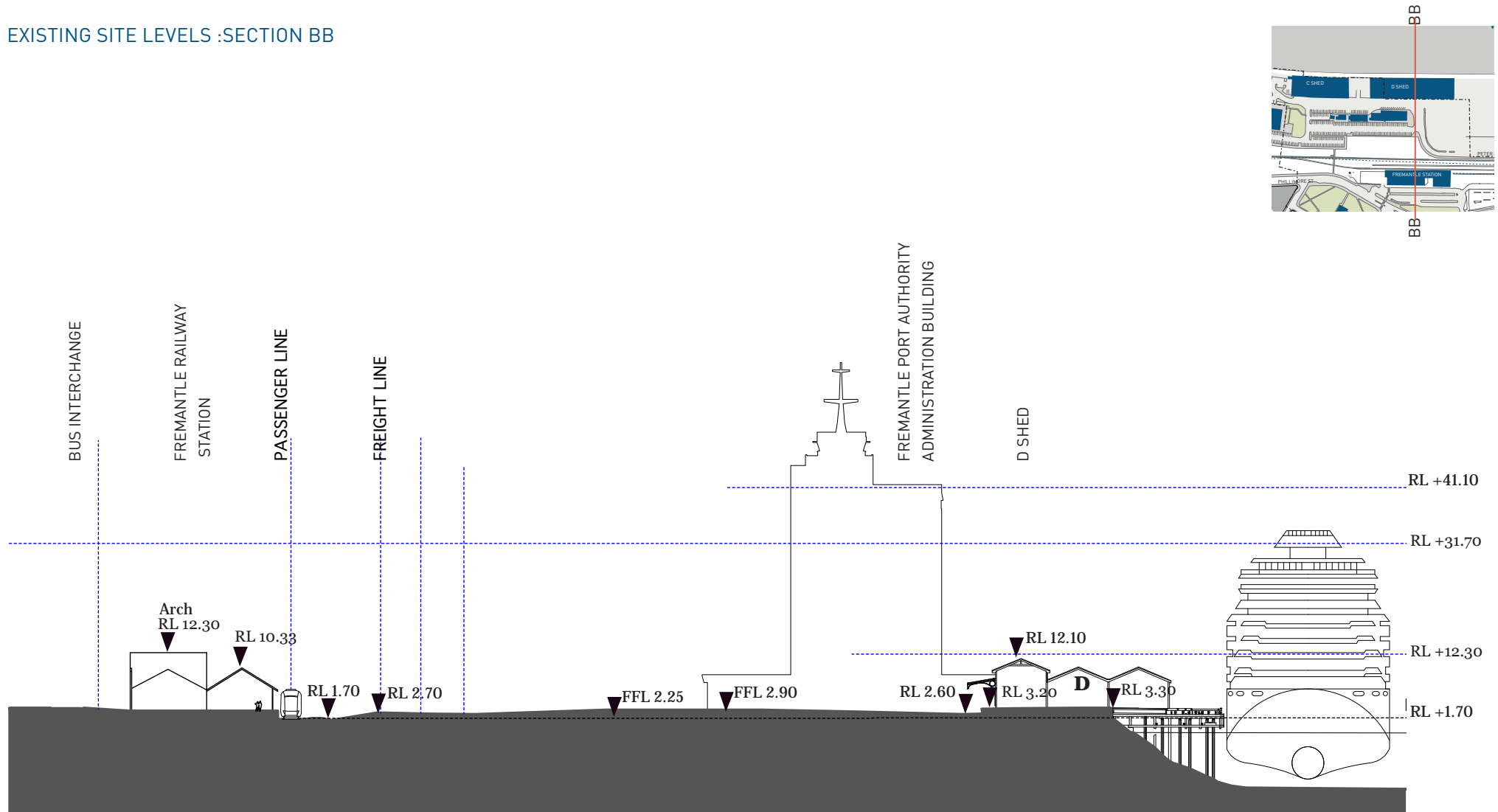
#### EXISTING SITE LEVELS: SECTION AA



## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### EXISTING SITE LEVELS :SECTION BB



## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### ENVIRONMENTAL IMPACTS:

##### GROUNDWATER MONITORING WELL LOCATIONS

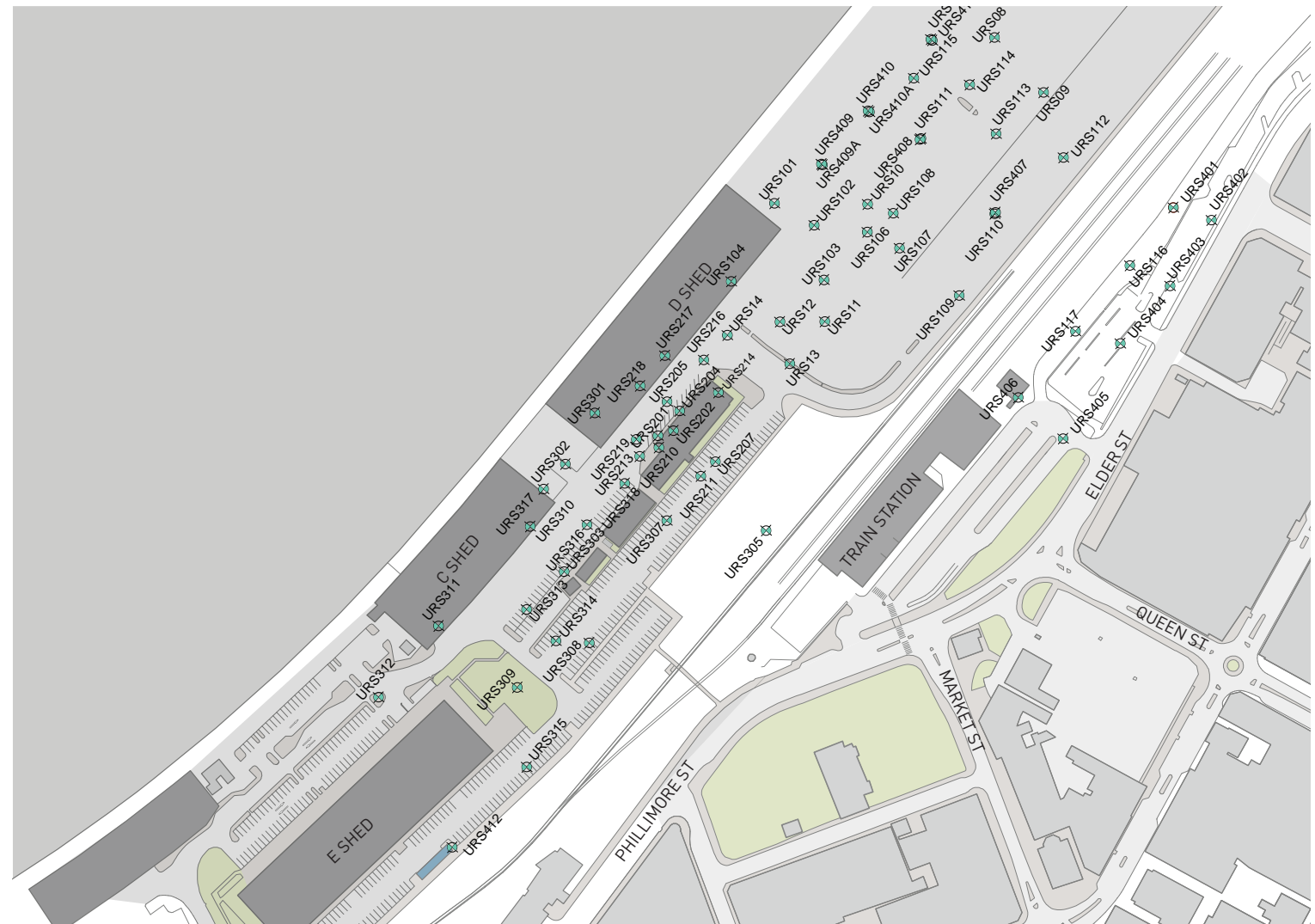
Groundwater remediation has been undertaken within the Commercial Precinct area. Fremantle Ports is currently liaising with the Department of Environment Regulation (DER) to obtain a suitable site classification under the Contaminated Sites Act 2003.

#### GEOTECHNICAL IMPACT

Victoria Quay was constructed from timber on reclaimed land along the mouth of the Swan River. The wharf structure extends beyond the land line so that the transit sheds are built over water.

The close proximity to the water means that the ground water levels are high and this makes the cost of basement construction prohibitive.

#### EXISTING MONITORING WELL LOCATIONS





## 4.0 PLANNING CONTEXT

### 4.6 Existing Conditions

#### SERVICES

Existing water supply and sewerage infrastructure on Victoria Quay is sufficient to support any new development in the area. Pump stations will be required to receive effluent from new or refurbished buildings. This would then be pumped to the Water Corporations main.

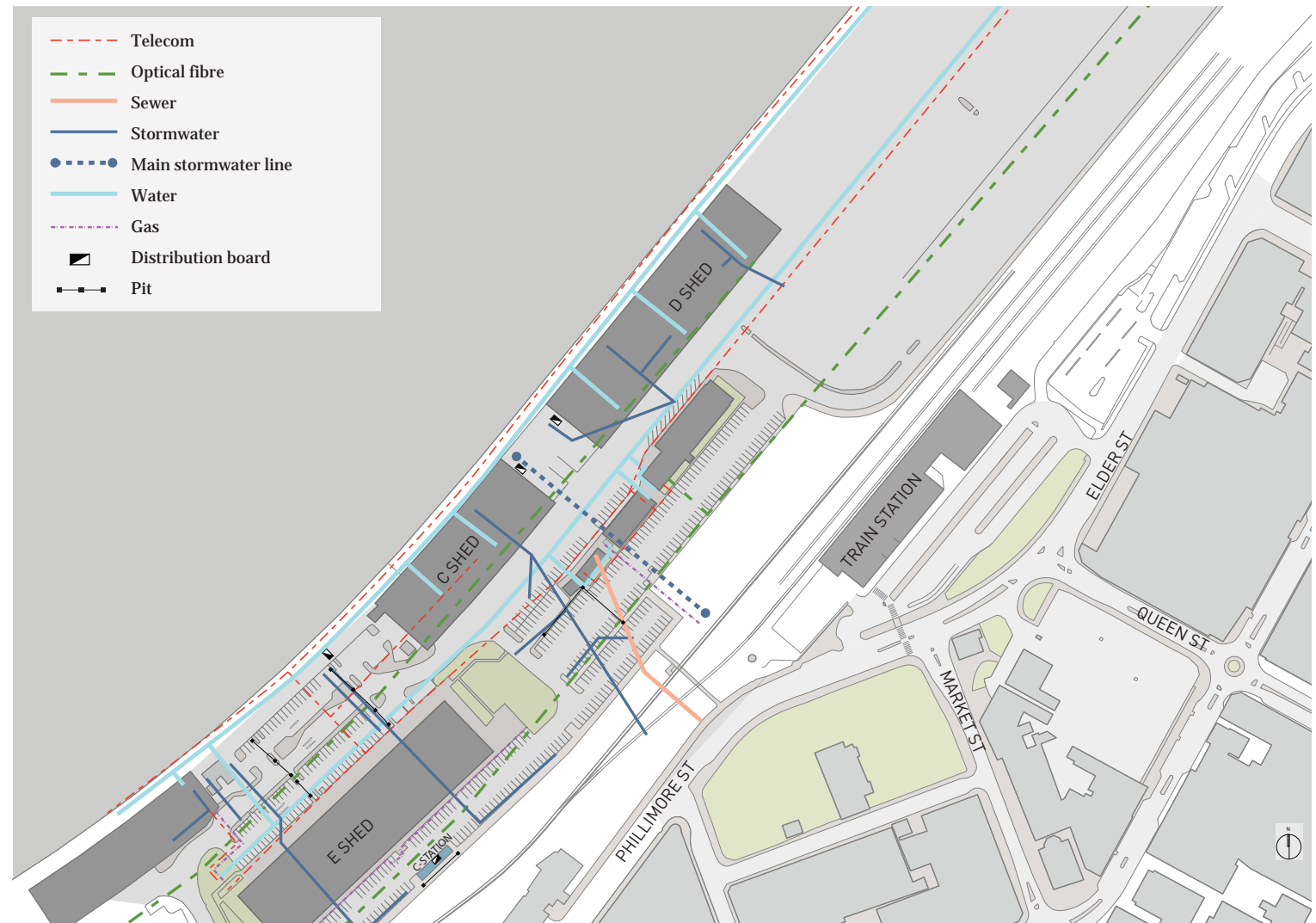
Gas and telecommunication infrastructure is also in place, but further investigation of these services is required to ensure infrastructure is capable of servicing proposed land uses.

Water pressure is 300 to 400 kPa on site. Separate pressure booster stations might be required for firefighting.

During 2009-10, the power network on Victoria Quay was upgraded with the installation of new substations, high and low voltage cabling and switchboards. These changes allow for new development on Victoria Quay.

The Water Corporation has confirmed that the 150mm diameter gravity sewer servicing Challenger Institute of Technology (and running along Fleet Street) has the capacity to service any new development on Victoria Quay.

#### EXISTING SERVICES



# 5.0

## Vision and Guiding Principles

## 5.0 Vision AND GUIDING PRINCIPLES

### 5.1 Precinct Plan Objectives

Fremantle Ports is working closely with the City of Fremantle and the Public Transport Authority in preparing the 'Enabling' Precinct Plans for the Commercial Precinct on Victoria Quay, Fremantle Railway Station and Pioneer Park Precinct. The 'Enabling' Precinct Plans will provide a greater level of design and land use detail for the three areas and will be used as a framework to assess specific proposals (public or private). Overall, the 'Enabling' Precinct Plans will provide the public and private sectors with greater certainty and therefore confidence, in proceeding with development proposals for these areas.

It should be noted that any subsequent development proposals would be subject to the required statutory approvals and consultation processes.

### 5.2 Vision

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, embracing its heritage, achieving enhanced connections between the waterfront and the city centre and enabling sustainable economic, social and environmental outcomes.

### 5.3 Guiding Principles

The following guiding principles are not in order of importance but their placement follows the CABA principles (CABA stands for the Commission for Architecture and the Built Environment). From 1999 to 2011 CABA provided independent advice to help people create better buildings and spaces in the United Kingdom and provides a benchmark for urban design practice throughout the world.

## 5.0 Vision AND GUIDING PRINCIPLES

### 5.4 Precinct Plan Principles

**PRINCIPLE 1: ACKNOWLEDGE THE HERITAGE, CHARACTER AND SPECIAL IDENTITY OF THE PLACES AND SPACES IN THE PROJECT AREA.**

- Recognise the historic identity and industrial character of the waterfront.
- Consider and reflect Indigenous, industrial and port heritage values.
- Ensure developments are sympathetic and complementary to cultural and heritage values.
- Conserve and integrate areas of significant cultural values (e.g. port sheds, Fremantle Railway Station) in alignment with State Heritage Office requirements.
- Enhance the distinctive local landscape, heritage and identity of the port, Fremantle Railway Station and Pioneer Park.
- Provide high levels of access, interpretation and authentic re-use of significant cultural places to enhance appreciation of local heritage.

**PRINCIPLE 2: DELIVER SAFE, ATTRACTIVE, WELL-DESIGNED AND INCLUSIVE PLACES THAT WILL ATTRACT A DIVERSE COMMUNITY**

- Provide a rich mix of commercial, retail and visitor-related facilities and amenities.
- Deliver high quality built form and public amenities that encourage a high level of use and foster community pride.
- Design vibrant, comfortable and inviting spaces that provide a variety of entertainment and recreational scenarios that meet both civic and commercial aspirations.
- Create safe, secure, well-lit and easily maintained environments that “design out crime”.
- Ensure social sustainability, by responding to the needs and aspirations of all people - including children, youth, young adults, the disabled and the elderly.
- Offer a stimulating sensory environment through the use of colour, movement, texture and sound that will provide a truly unique experience (e.g. provide the ability to view ship movements at the port).
- Ensure all population groups and key stakeholders are effectively involved in informing the design, development and ongoing activation of the areas.

**PRINCIPLE 3: ENSURE THAT PLACES AND SPACES PROVIDE FOR MIXED USES, ARE ADAPTABLE AND ARE MULTI-FUNCTIONAL**

- Develop spaces and built form that are adaptable to a range of current and future uses.
- Re-use, adapt and revitalise significant existing buildings and spaces to generate greater usage, in compliance with the State Heritage Office’s requirements.
- Develop opportunities for shared use of facilities to optimise usage.

**PRINCIPLE 4: DEVELOP PLACES THAT ARE RESPONSIVE TO, AND EMBRACE, LOCAL ENVIRONMENTAL CONDITIONS**

- Develop designs that are complementary to the local environmental conditions.
- Maintain the quality of the water and the local waterfront environment.
- Develop a comfortable and attractive micro-environment that responds to the unique climatic and weather conditions experienced at the port.
- Ensure the developments are ecologically responsible, energy efficient, limit waste and reduce greenhouse emissions.



## 5.0 Vision AND GUIDING PRINCIPLES

### 5.4 Precinct Plan Principles

**PRINCIPLE 5: FOSTER CONNECTIVITY WITH THE BROADER FREMANTLE CITY AREA TO ENABLE LEGIBILITY AND INTUITIVE MOVEMENT WITHIN AND ACROSS PLACES**

- Ensure all areas are easily accessible, legible and navigable, including all modes of public transport.
- Provide clear and seamless transitions between spaces.
- Deliver clear connections to areas of interest and destination (e.g. the water, the City Centre, and Fremantle Railway Station).
- Locate key services and facilities to optimise accessibility for all users.

**PRINCIPLE 6: ENHANCE ACCESS TO A RANGE OF TRANSPORT SCENARIOS**

- Ensure the location of the bus and rail hub serves both regional and local needs.
- Retain and reinvigorate Fremantle Railway Station as the key public transit hub within the Fremantle City Centre.
- Provide clear, easy and comfortable access to train, bus, ferry and taxi services.
- Preserve the integrity of the Southern Rail system and maintain compatibility with rail freight services.
- Provide an enjoyable transport experience, arising from clear legibility, quality of design of the built environment, quality of materials used, and state-of-the-art technological support.
- Deliver safe and easily accessed pedestrian, cycling and vehicular connectivity between the project area and the city core.
- Offer effective parking supply and management that minimise impact on the amenity of the area.
- Encourage walking, cycling and public transport as the preferred modes of travel within the precincts.

**PRINCIPLE 7: ESTABLISH THE CONDITIONS THAT WILL MAXIMISE BUSINESS AND ECONOMIC OPPORTUNITIES AND OUTCOMES**

- Ensure any development is compatible with Fremantle Port's operations and economic output.
- Provide the foundation for nurturing business retention, attraction and expansion.
- Deliver land use plans that foster the environment for a sound commercial return on investment.
- Optimise the advantage of an outstanding harbourside location and port city character and heritage to provide a distinctive commercial offering.
- Develop a vibrant, diverse and inviting urban setting that will attract high levels of customer activation during the day and at night.
- Provide an appealing destination for the local community, broader Perth metropolitan community and tourists.
- Ensure development complements other businesses in Fremantle.

**PRINCIPLE 8: DEVELOP A PARTNERSHIP APPROACH WITH KEY STAKEHOLDERS, ENSURING SHARED RESPONSIBILITY FOR THE EFFECTIVE MANAGEMENT OF THE REVITALISED PLACES AND SPACES**

- Strengthen the working relationships between the Victoria Quay project partners as the key governance mechanism for the precinct.
- Establish effective partnerships across stakeholders that elicit investment and a commitment to the regeneration of the precinct.
- Invest in a precinct management and activation strategy to ensure sustained community engagement and connection to the precinct.
- Establish a precinct management and maintenance plan to ensure a constant and ongoing level of amenity quality.

# 6.0

## Evolution of the Precinct Plan

## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.1 Key Issues

The following section provides an overview of the evolution of the preferred Indicative Development Plan and forms the basis of the rationale for the Precinct Plan. This begins with an understanding of the development constraints and opportunities evident in the Victoria Quay Commercial Precinct.

Three concept plan scenarios were explored in response to the concerns, ideas, suggestions and questions put forward in the Urban Design Forum. This section concludes with an overview of the approach that underpins the preferred Indicative Development Plan. This approach was presented to key stakeholders and the community at the Community Open Days held in December 2013.

Constraints and opportunities were informed by a comprehensive background review, site visits and inventory, existing conditions analysis and stakeholder interviews. While there might be other existing or potential conditions which are perceived as constraints or opportunities, the following key considerations established a framework from which to organise and generate land use, design and phasing scenarios.

## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.2 Key Constraints for the Commercial Precinct

■ ■ ■ **ENVIRONMENTAL:** Fremantle Ports' Buffer Area 1 forbids sensitive uses, including residential development. Compliance with planning guidelines limits development and design opportunities.

➔ **LANDSCAPE:** The coastal conditions, particularly off-shore winds, need to be considered when planning open spaces, allowing for adequate protection from wind and sun. Plant species need to be salt and wind tolerant.

■ **LAND USE:** The wharf edge adjacent to the Commercial Precinct continues to be used for port operations. This section of the wharf edge will not be accessible to the general public.

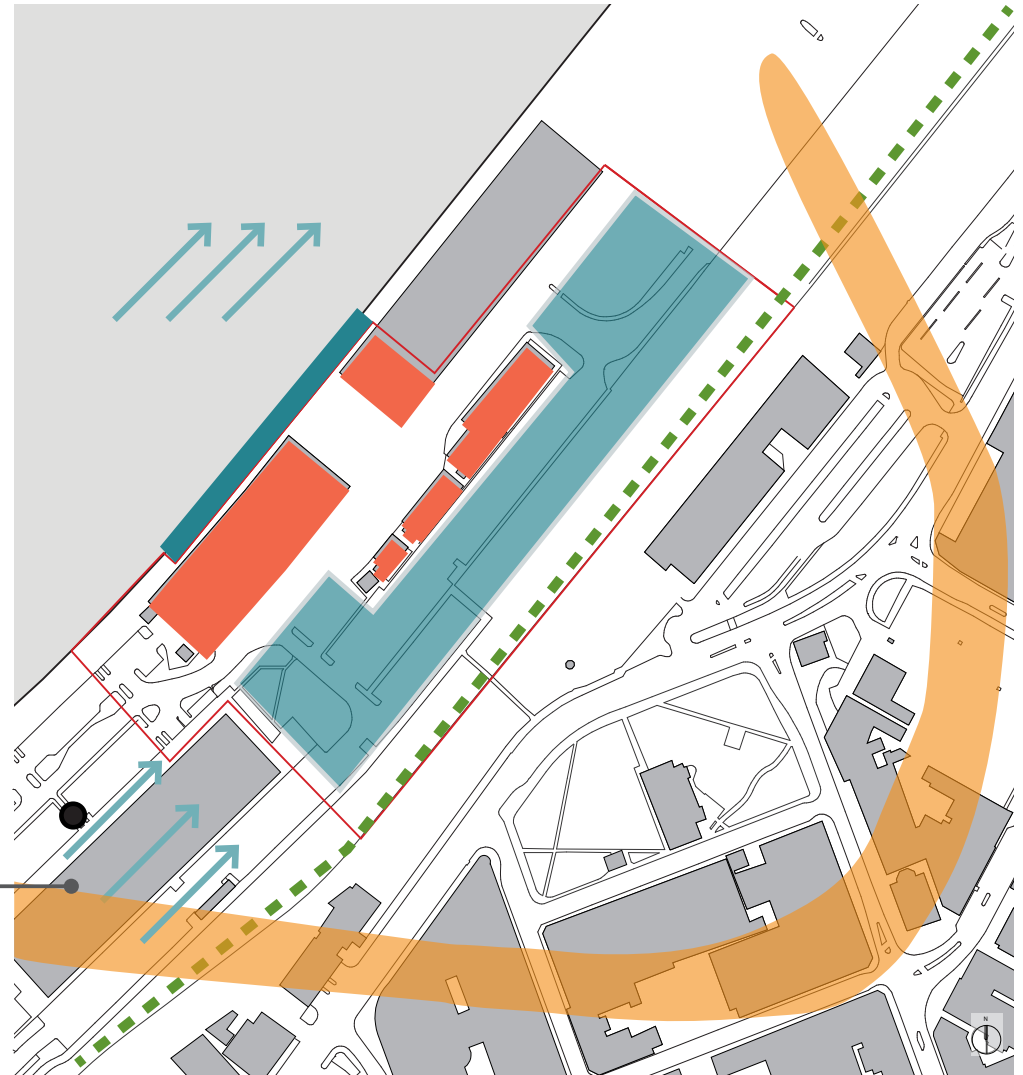
■ **HERITAGE:** Any development proposals affecting places of heritage significance will need to be submitted to the State Heritage Office for comment and WA Planning Commission approval.

■ **ECONOMIC DEVELOPMENT:** Developers need to include the refurbishment and activation of existing significant heritage buildings which may result in additional costs. State Heritage Office referral will be part of the development application process.

■ Potential restrictions on building bulk and height may impact on commercial yield viability and development land use type.

■ **SITE DEVELOPMENT:** Need to ensure that development in the Commercial Precinct is viewed within the context of Victoria Quay which in turn, is viewed as part of a broader existing urban fabric of Fremantle.

Commercial Precinct boundary





## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.2 Key Constraints for the Commercial Precinct

**URBAN DESIGN/BUILT FORM:** Height, scale and built form must respond to view corridors to and from the City of Fremantle as well as along Victoria Quay, particularly along Market Street, Queen Street and Packerham Street.

**SAFETY AND SURVEILLANCE:** Existing concern about safety within the site at night because of lack of activity and surveillance requires a comprehensive strategy to ensure sufficient evening activities.

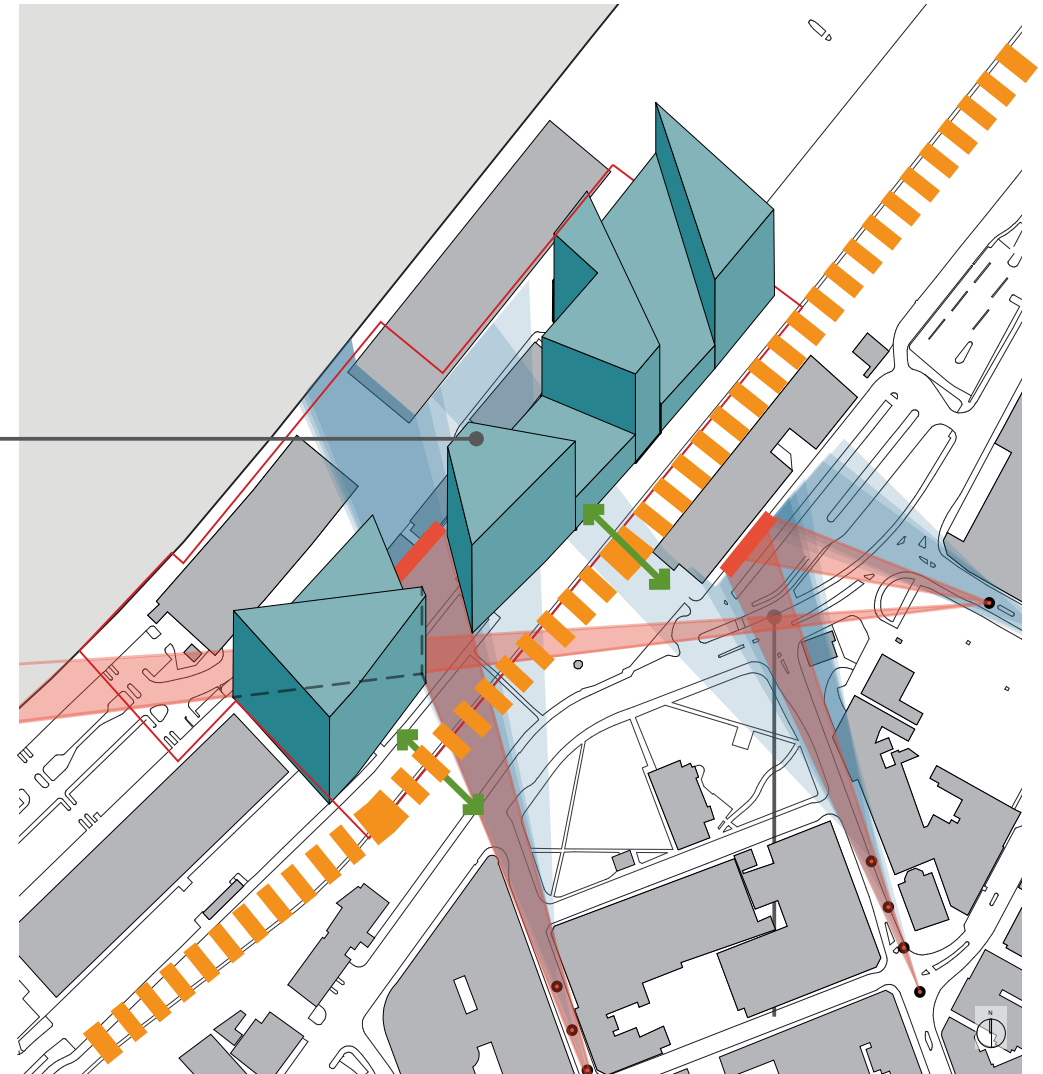
**PARKING:** Parking within Victoria Quay Commercial Precinct will need to be provided by developers, balancing the perceived needs of existing tenants such as the ferry operators, the expectations of potential tenants and broader policy intent.

**ACCESS:** The proposed pedestrian connection across the railway line, connecting the Commercial Precinct to Fremantle CBD will be a PTA designed crossing to a maximum of 3m wide.

Access to the Commercial Precinct is currently limited by poor connections across the railway line. Detailed designs for the proposed rail crossings will need to be progressed separately.






**VIEWS:** Building envelopes will need to retain view corridors from key approaches from the City, particularly from Queen Street, Market Street and Packerham Street. Retention of sky around the Railway Station entrance arch is necessary.

Commercial Precinct boundary



## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.3 Key Opportunities for the Commercial Precinct

- 
**WATERFRONT:** Proximity to a working port offers a rare opportunity to engage with a dynamic ever-changing port backdrop. New development will re-introduce people to the spectacle of the port activities, such as the arrival, departure, loading and unloading of large ships. Higher frequency bus and passenger rail services, new routes, special event routes.
- 
**SOCIAL:** Evening activities could make the site a safer destination. Design to provide passive surveillance in pedestrian/civic environments. Without permanent residential land uses, there is opportunity for a wider range of food, beverage and entertainment uses, particularly at night.
- 
**HERITAGE:** Strategies for adaptation of the heritage places need to consider how much change is required to accommodate that use, always bearing in mind the principle of doing as much as is necessary and as little as possible to the significant.
- 
**CULTURAL:** The stories of the port have been well documented and the future uses for the site can be enhanced by sensitively weaving the site's heritage into new development proposals.
- 
**CONNECTIONS:** Creating strong connections between Victoria Quay, the West End and Fremantle CBD is fundamental to any design.

 Commercial Precinct boundary



## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.3 Key Opportunities for the Commercial Precinct

**ARCHITECTURE:** The local vernacular, location, historic precedence and contemporary building requirements create an opportunity for a dynamic and distinctive architecture for the Commercial Precinct. The architectural response can be as much an attraction to the Commercial Precinct as its location.

⇒ Reinforce the linear urban form of Victoria Quay to strengthen connections between new development and traditional port activities.

There is scope to create a range of open spaces which provide a hierarchy of pedestrian movement as well as accommodating various passive and active activities.

**ECONOMIC DEVELOPMENT:** Proximity to the railway and bus stations provides good transit oriented development (TOD) opportunities and would allow concessions for on-site parking in a Commercial Precinct development.

**LANDSCAPE:** Landscaping can enhance the working port character of the Commercial Precinct as well as strengthen the connection to other areas of Victoria Quay and strengthen legibility and connections between Victoria Quay, the Railway Station and the City of Fremantle beyond.

A civic forecourt to the Fremantle Railway Station will function as a gateway to the Commercial Precinct.

Commercial Precinct boundary ———



## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.4 Concept Scenarios

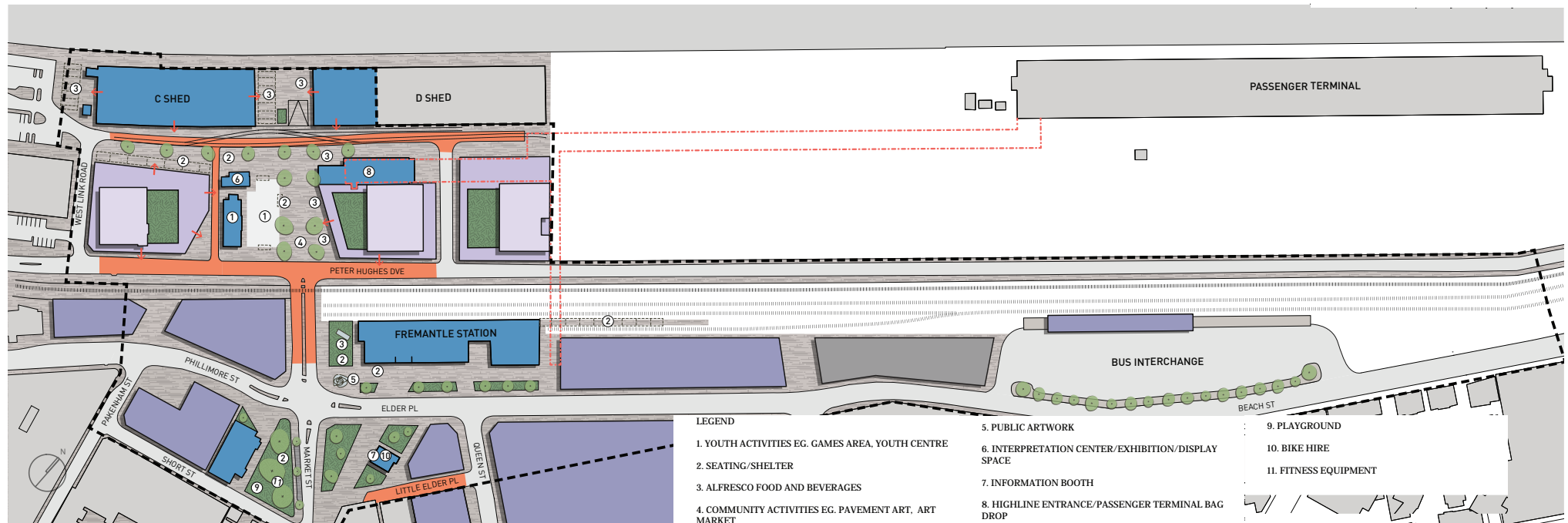
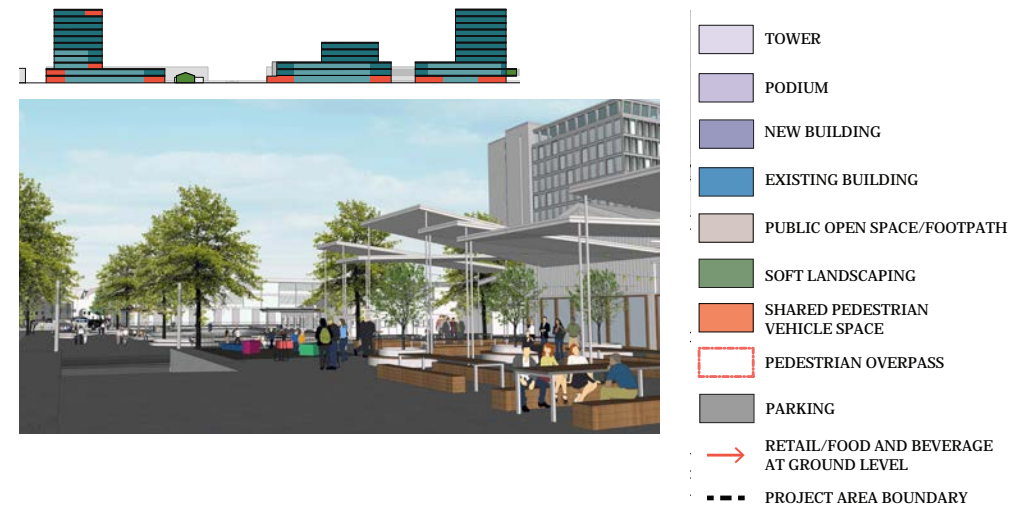
#### SCENARIO 1: OPEN CITY

The Open City scenario enables urban scale and form to cross the railway line and break down the linear barrier between the city and Victoria Quay. Two towers make a strong visual connection between the Commercial Precinct, the city and the Fremantle Ports Administration Building.

Market Street is re-aligned and extends across the railway line to meet this public space, further strengthening the connection to the harbour. An

above-ground pedestrian walkway extends from the Passenger Terminal to the Commercial Precinct and across the railway to the east end of the station.

The re-alignment of Market Street and Phillimore Street reduces the expanse of open space immediately in front of the railway station. Instead, a larger public open space around the pumping station and Pioneer Park is created. There is opportunity for commercial and civic development along Short Street overlooking this larger open space. The road re-alignment also provides development opportunities along the south side of Elder Place.



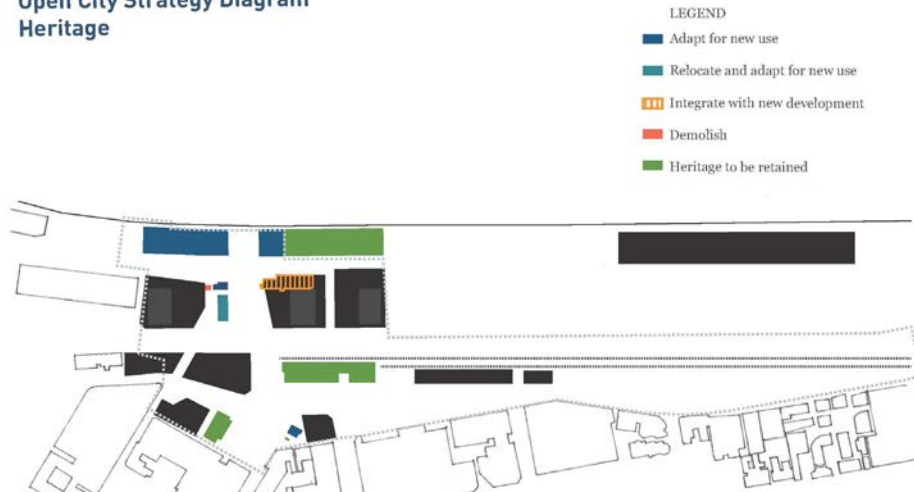


## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.4 Concept Scenarios

#### No1: OPEN CITY

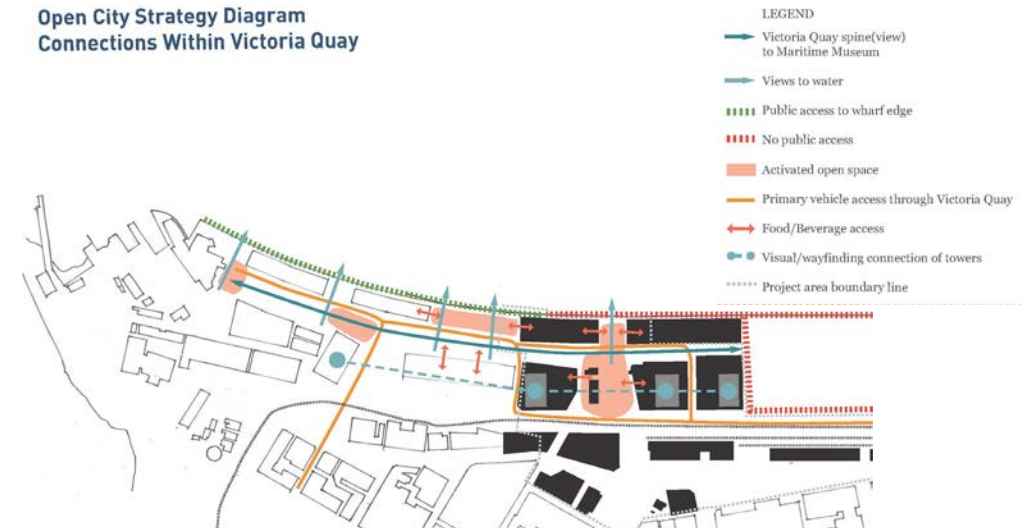
##### Open City Strategy Diagram Heritage



##### Open City Strategy Diagram Parking



##### Open City Strategy Diagram Connections Within Victoria Quay



## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.4 Concept Scenarios

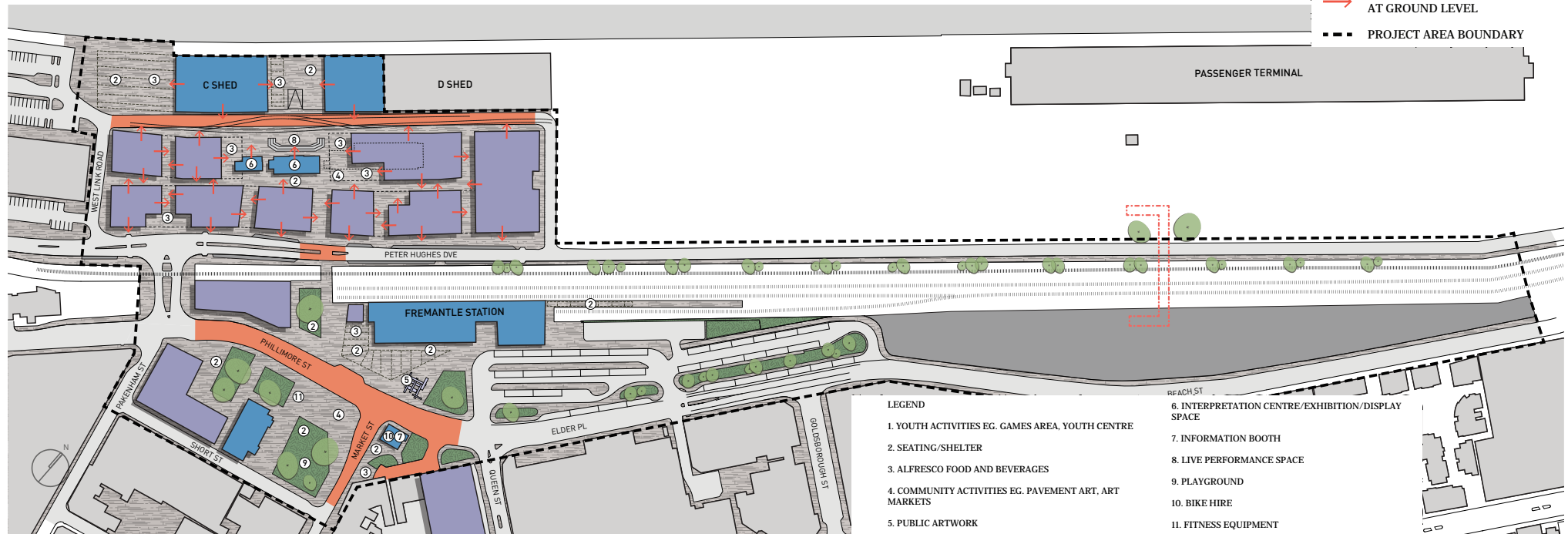
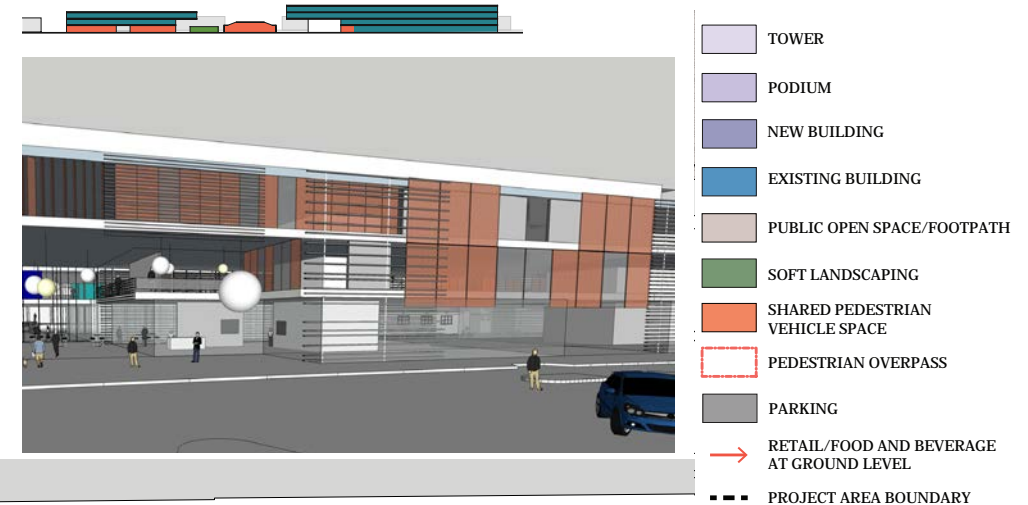
#### SCENARIO 2: HARBOURSIDE HYBRID

This scenario responds to Victoria Quay's industrial, working port character with low-rise three to four storey buildings. Here the city street network pushes across the railway line and creates a series of pedestrian access ways dissecting the linear form of the quay and reinforcing connections to the city.

The access ways create glimpses of views of Victoria Quay rather than strong view corridors.

The station forecourt becomes part of a larger public space including Pioneer Park and the pumping station, linked by shared spaces along Market and Phillimore Streets.

The east side of Pioneer Park remains a green sanctuary and resting place. The west side is developed for commercial or civic use.

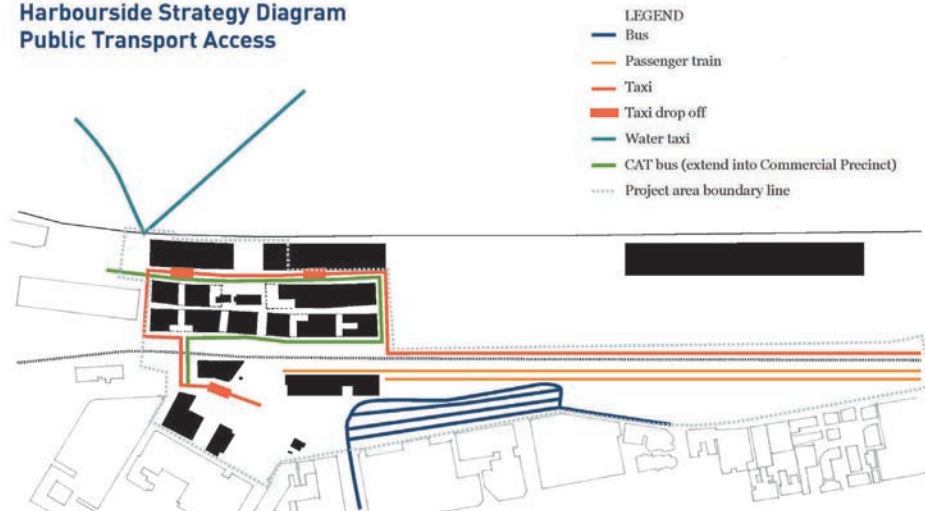


## 6.0 EVOLUTION OF THE PRECINCT PLAN

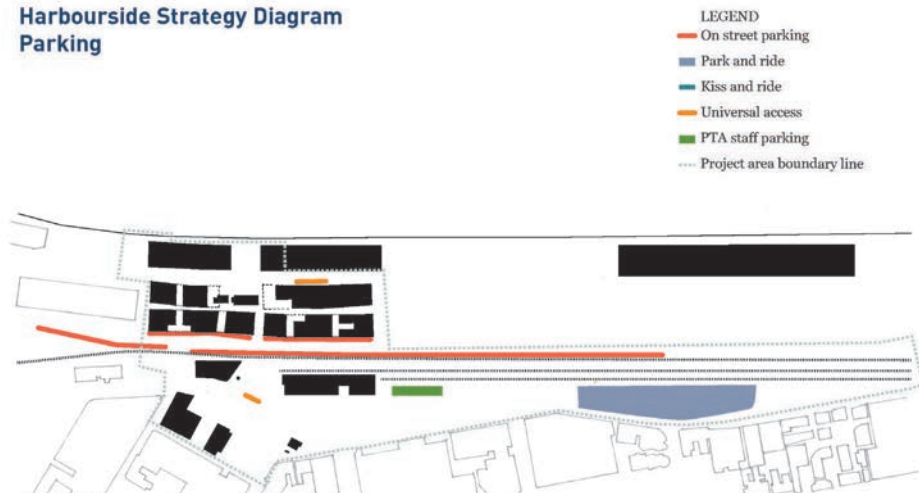
### 6.4 Concept Scenarios

#### No.2 : HARBOURSIDE HYBRID

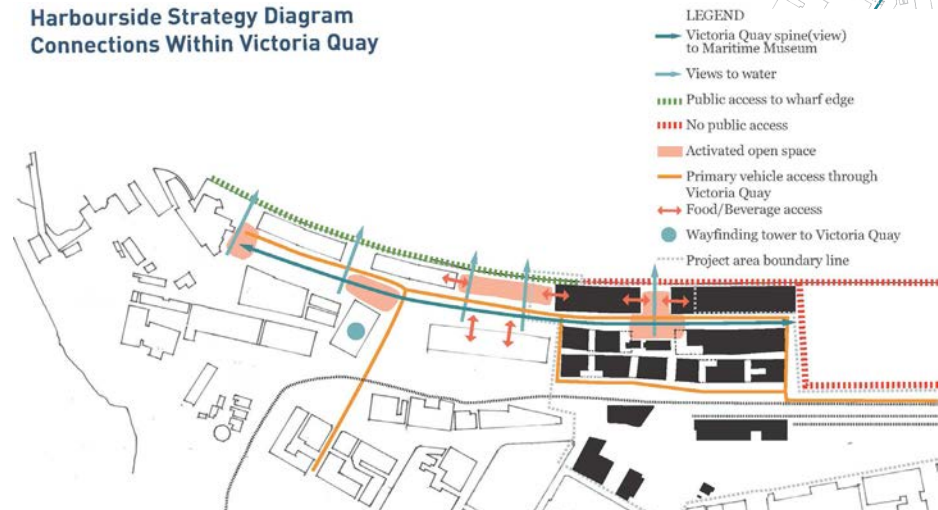
Harbourside Strategy Diagram  
Public Transport Access



Harbourside Strategy Diagram  
Parking



Harbourside Strategy Diagram  
Connections Within Victoria Quay





## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.4 Concept Scenarios

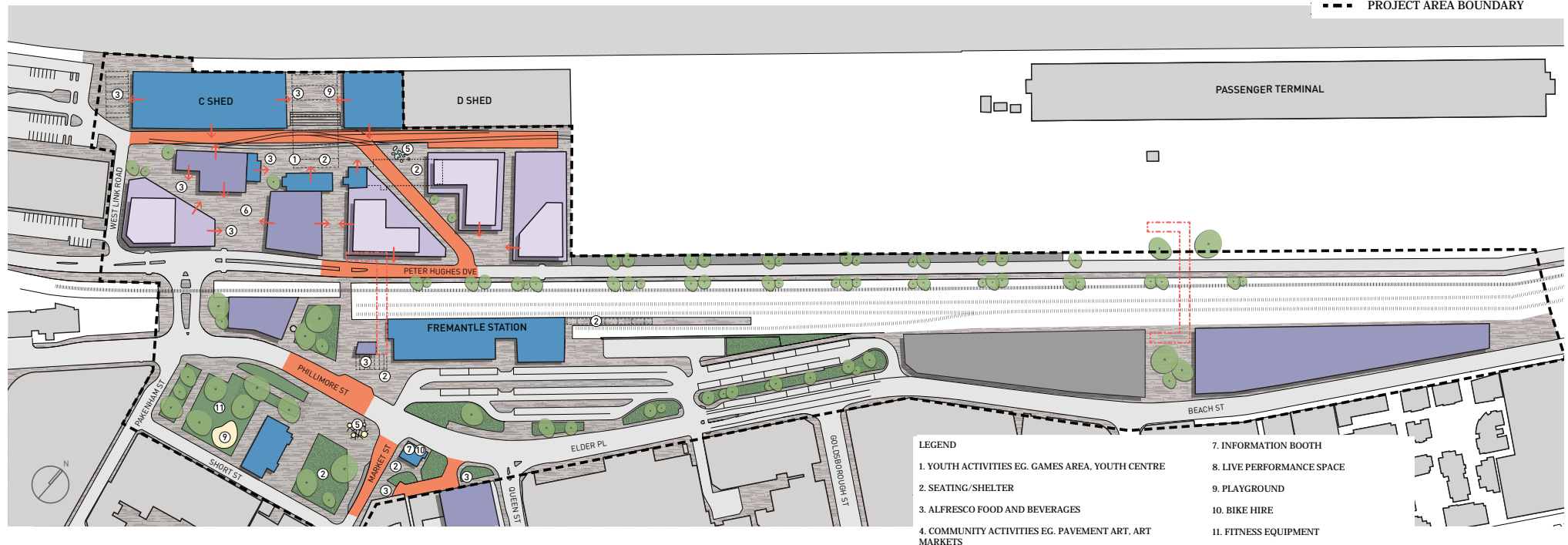
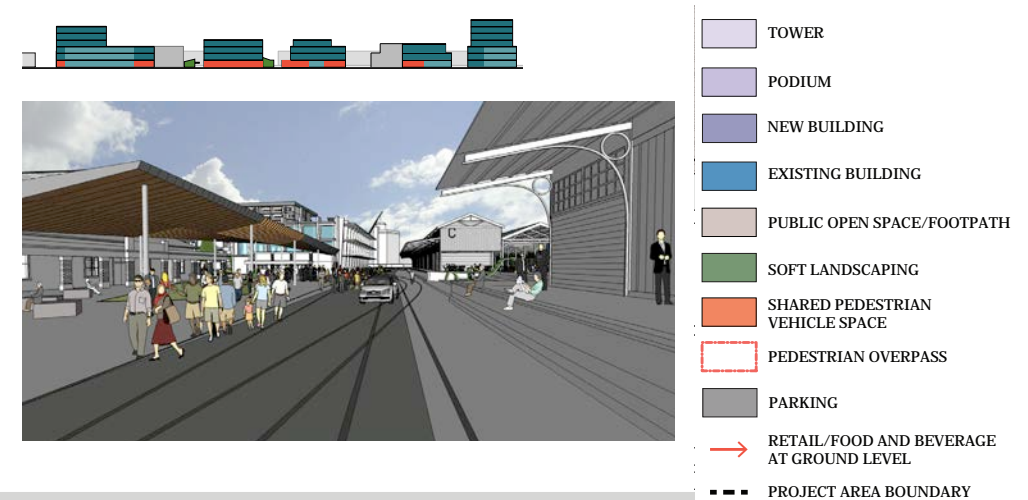
#### SCENARIO 3: STREET VIEWS

The Street View scenario uses view corridors to make strong connections from the city to Victoria Quay and Fremantle Railway Station. Views along Pakenham, Market and Queen Streets determine the siting of building footprints, open space and circulation routes. This results in non-rectilinear building footprints which create

interesting courtyards and transitional spaces.

The height of the buildings also responds to the view corridors, in particular retaining clear sky around the railway station entry dome.

The pumping station is retained and adapted for re-use. Pioneer Park landscape and amenity is upgraded but retains its green, resting-place qualities.



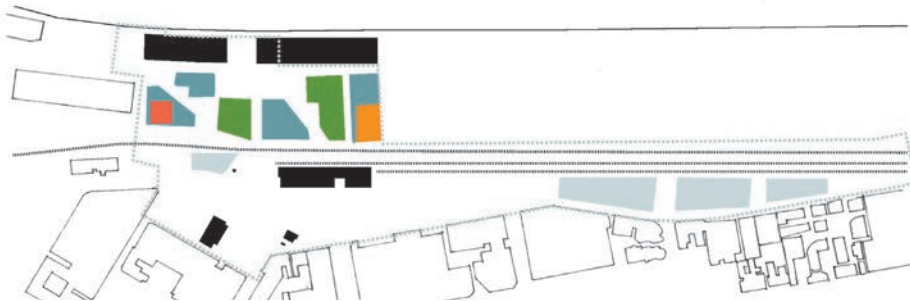


## 6.0 EVOLUTION OF THE PRECINCT PLAN

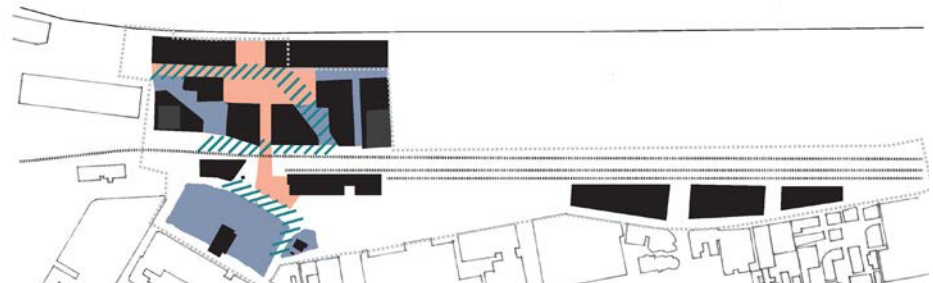
### 6.4 Concept Scenarios

#### No.3: STREET VIEWS

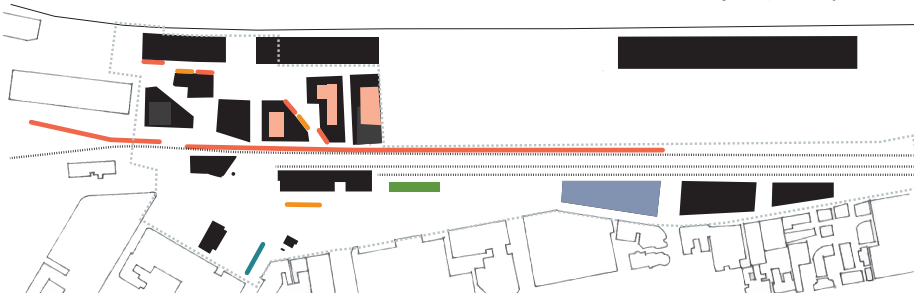
Street Level Strategy Diagram  
Building Heights



Street Level Strategy Diagram  
Public Space

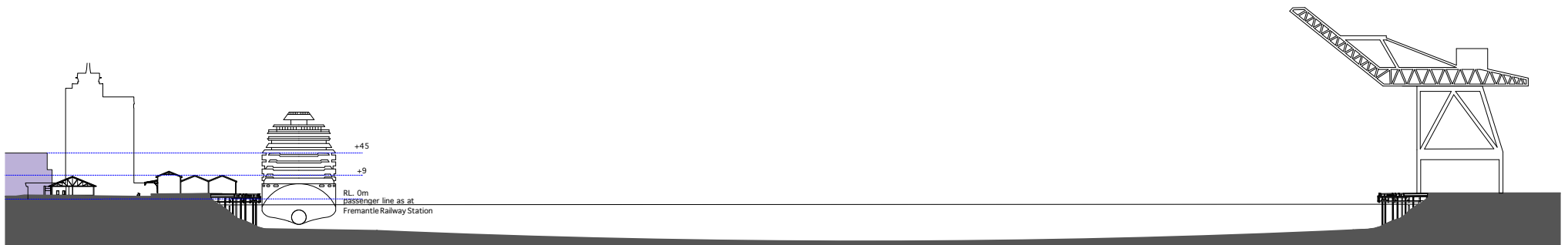


Street Level Strategy Diagram  
Parking



## 6.0 EVOLUTION OF THE PRECINCT PLAN

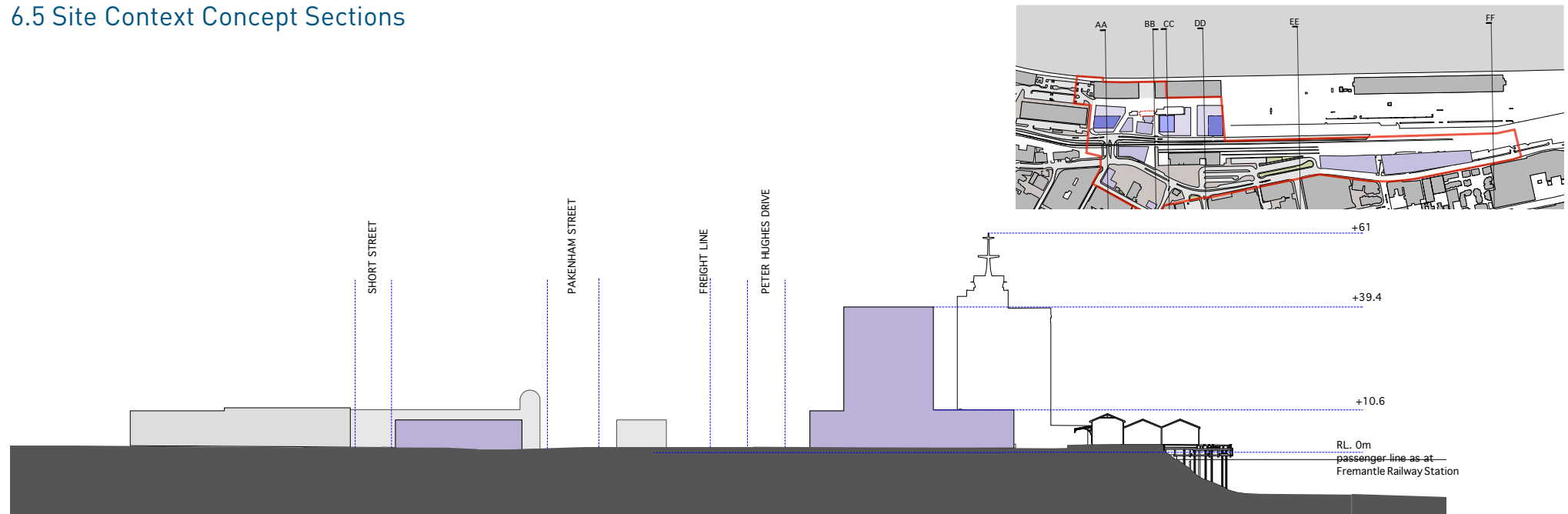
### 6.5 Site Context Concept Sections



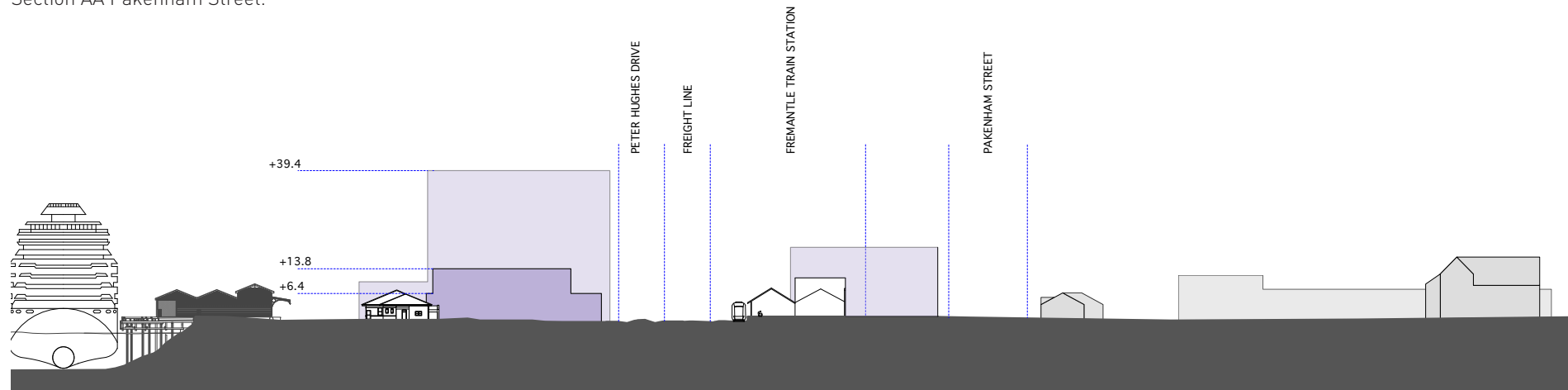
Site section through the Victoria Quay and harbour.

## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.5 Site Context Concept Sections



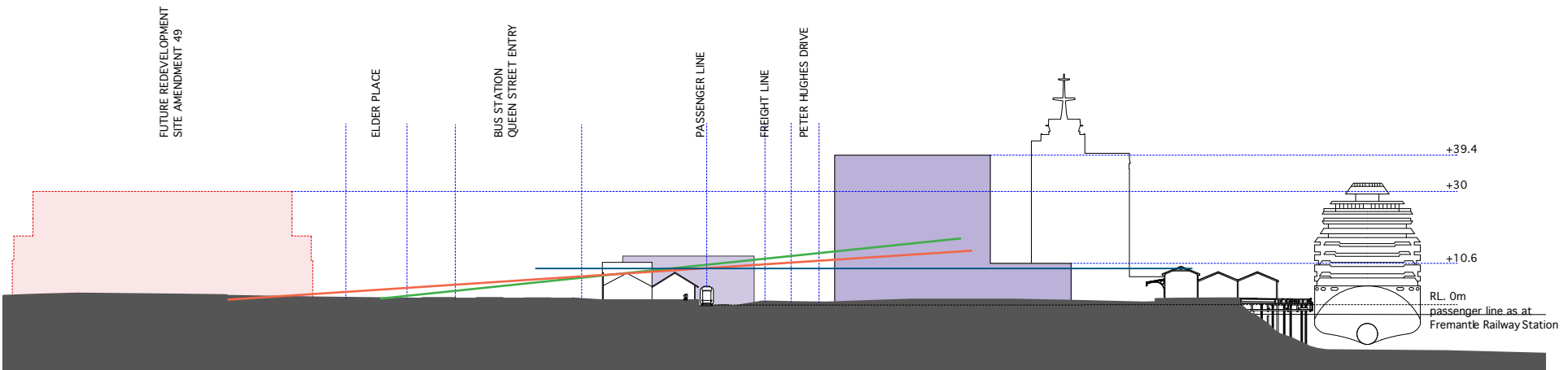
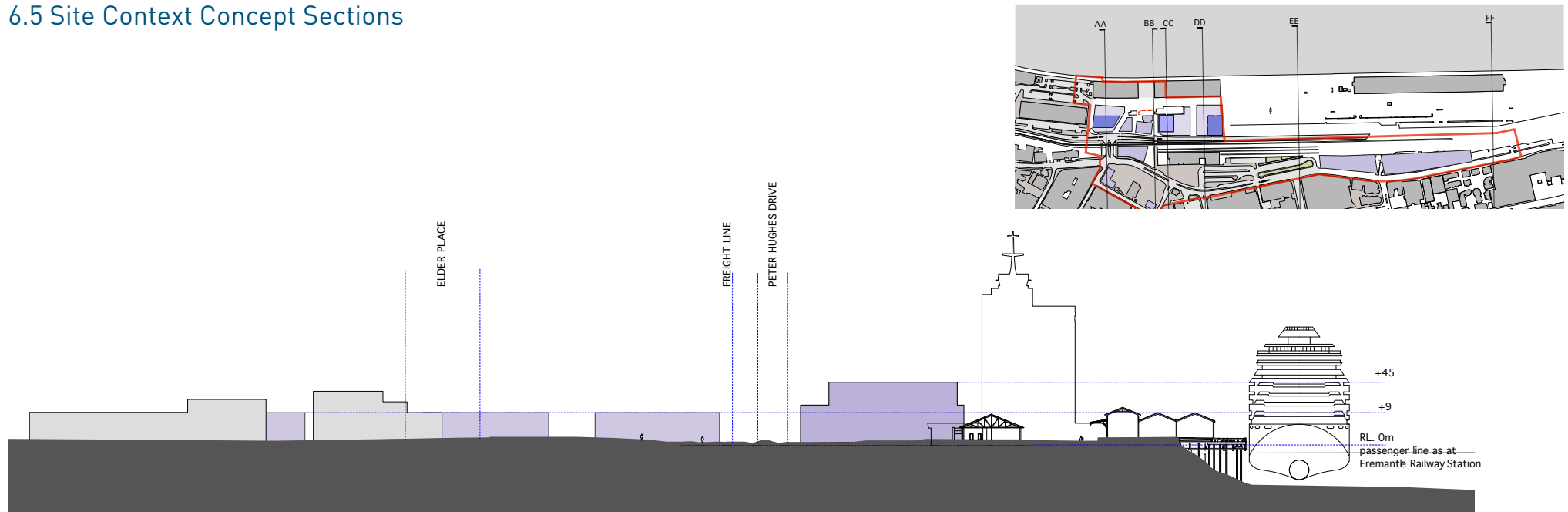
Section AA Pakenham Street.



Section BB Market Street (looking north).

## 6.0 EVOLUTION OF THE PRECINCT PLAN

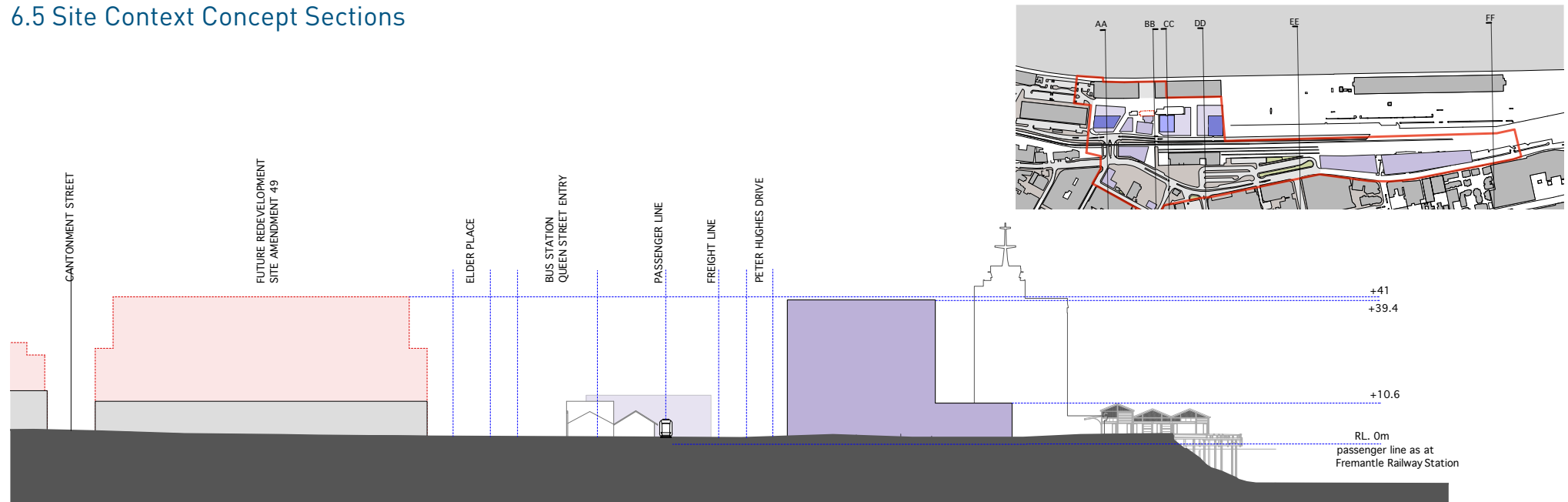
### 6.5 Site Context Concept Sections



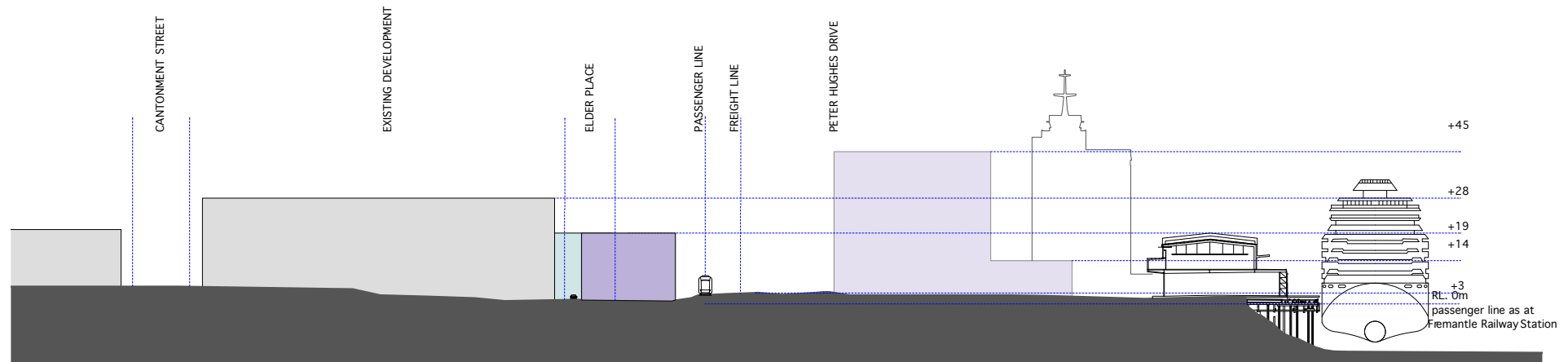


# 6.0 EVOLUTION OF THE PRECINCT PLAN

## 6.5 Site Context Concept Sections



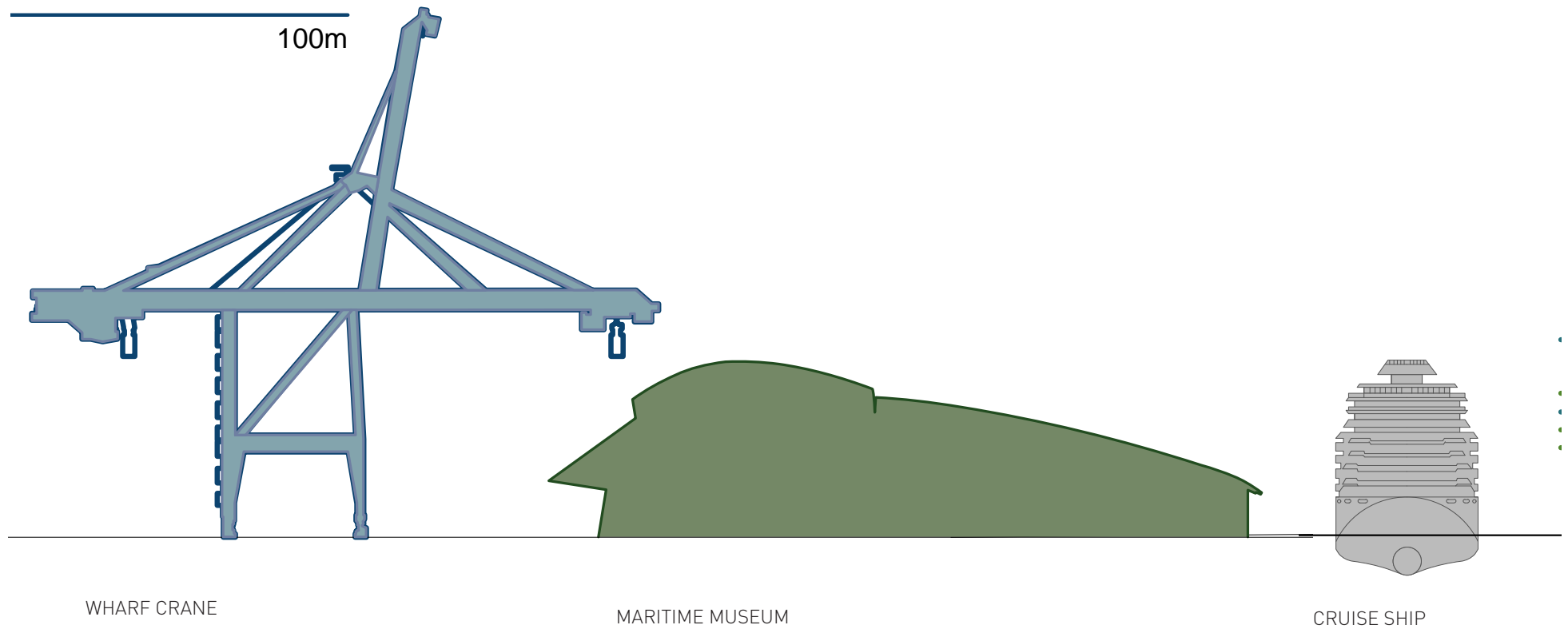
SECTION EE GOLDSBOROUGH STREET



SECTION FF PASSENGER TERMINAL

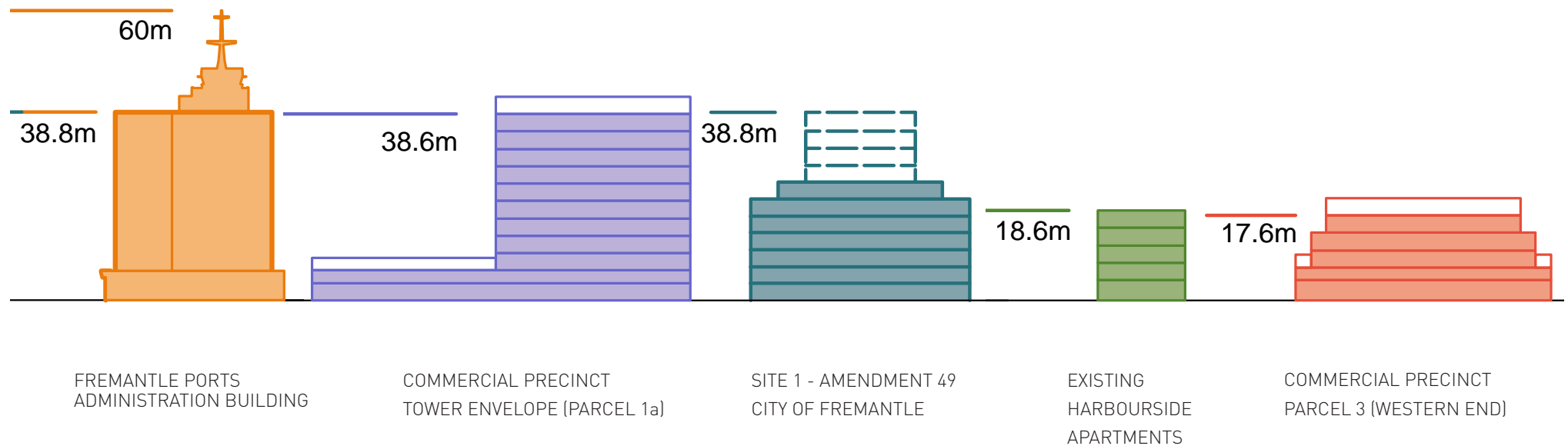
## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.6 Built Form Comparison



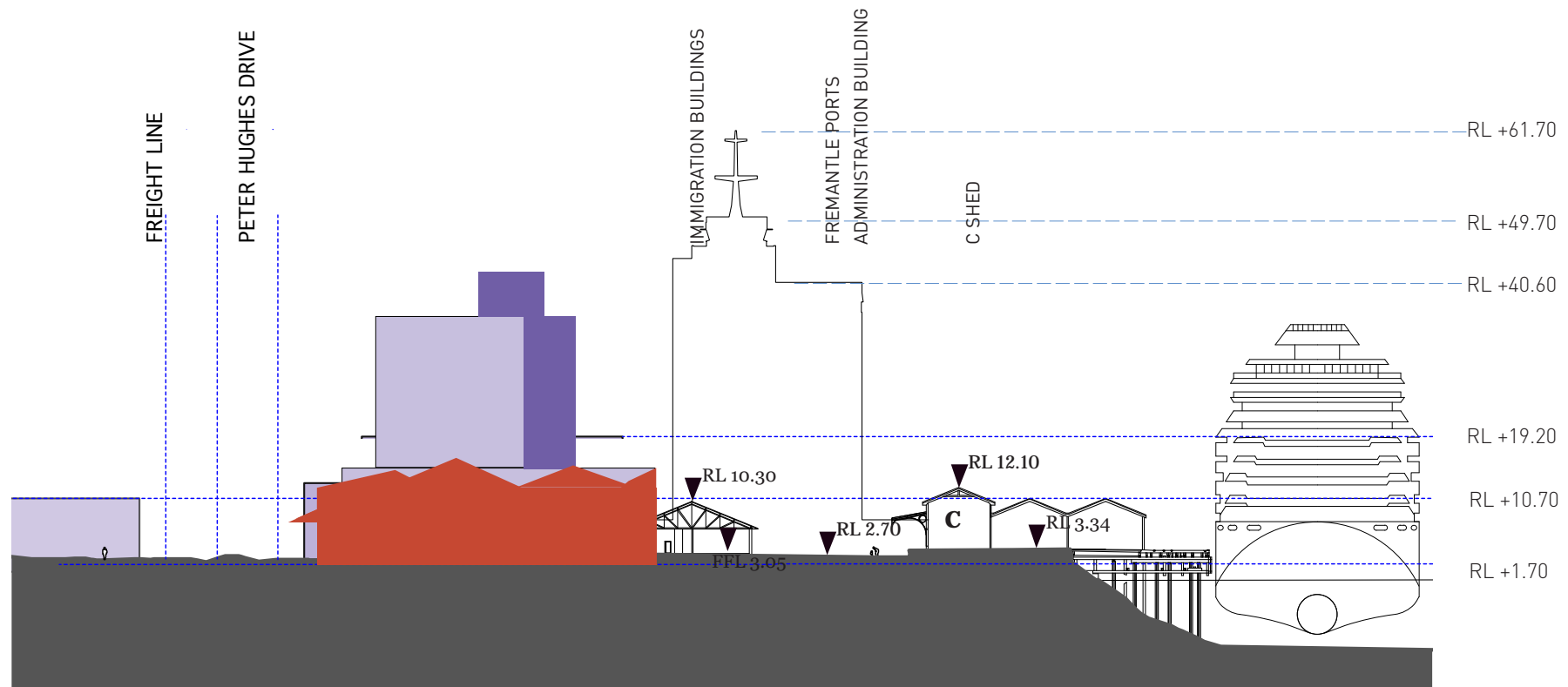
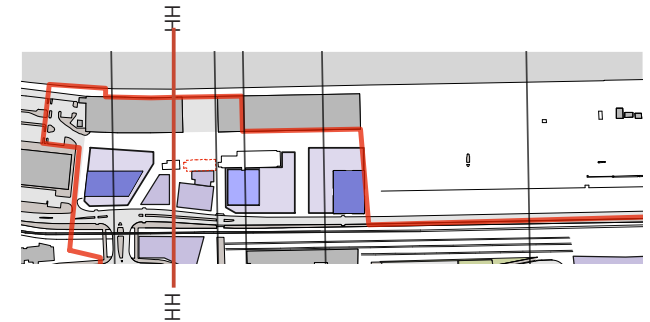
## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.6 Built Form Comparison



## 6.0 EVOLUTION OF THE PRECINCT PLAN

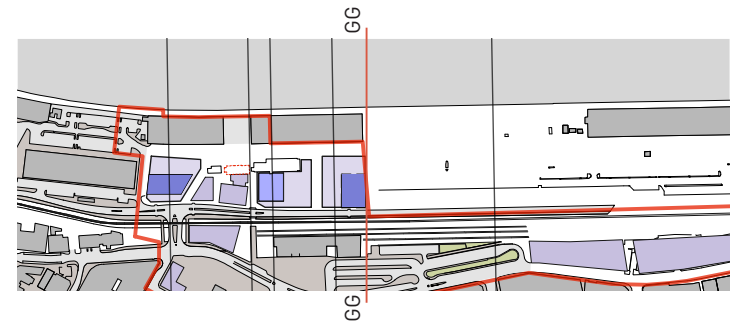
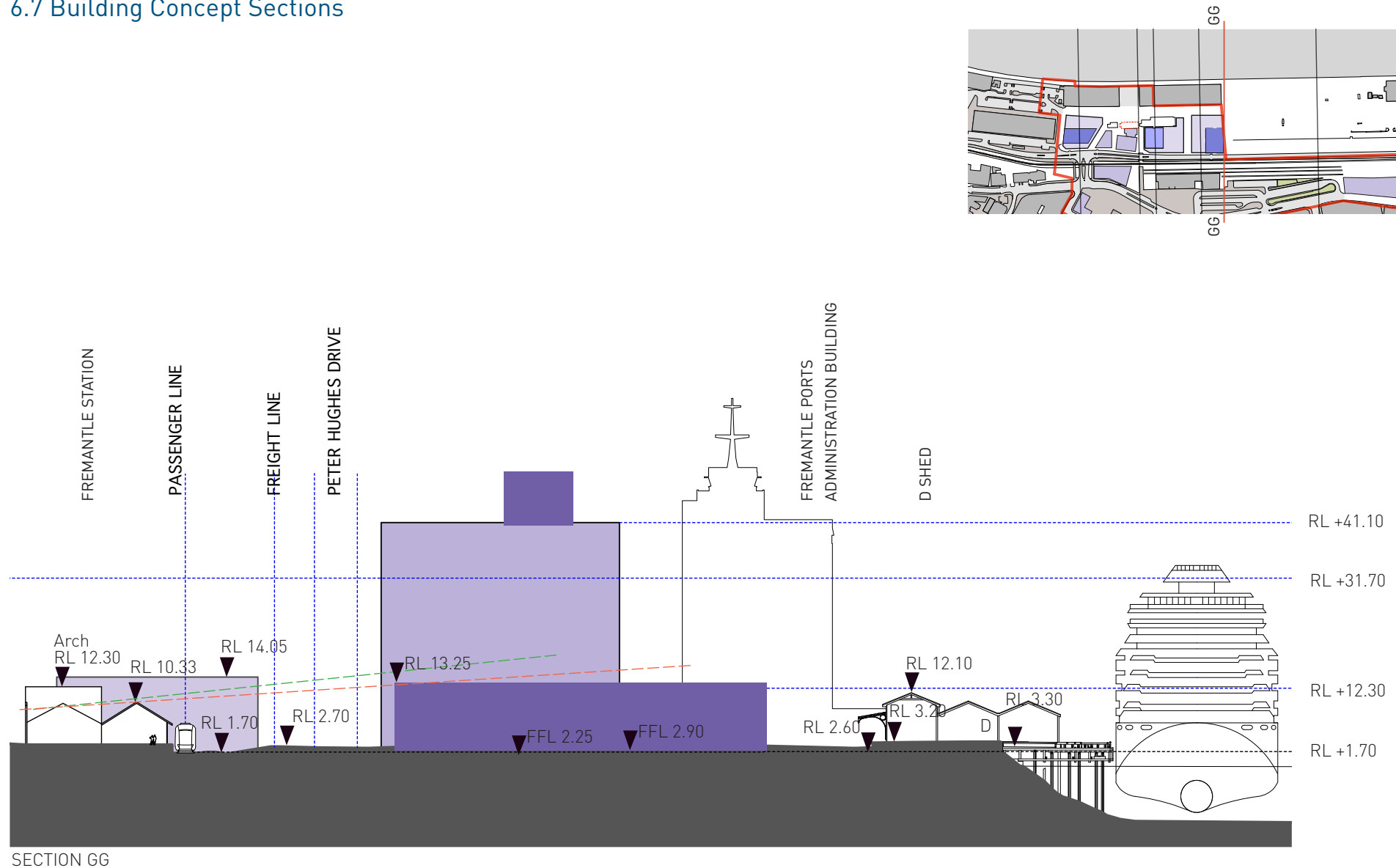
### 6.7 Building Concept Sections



SECTION HH

## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.7 Building Concept Sections

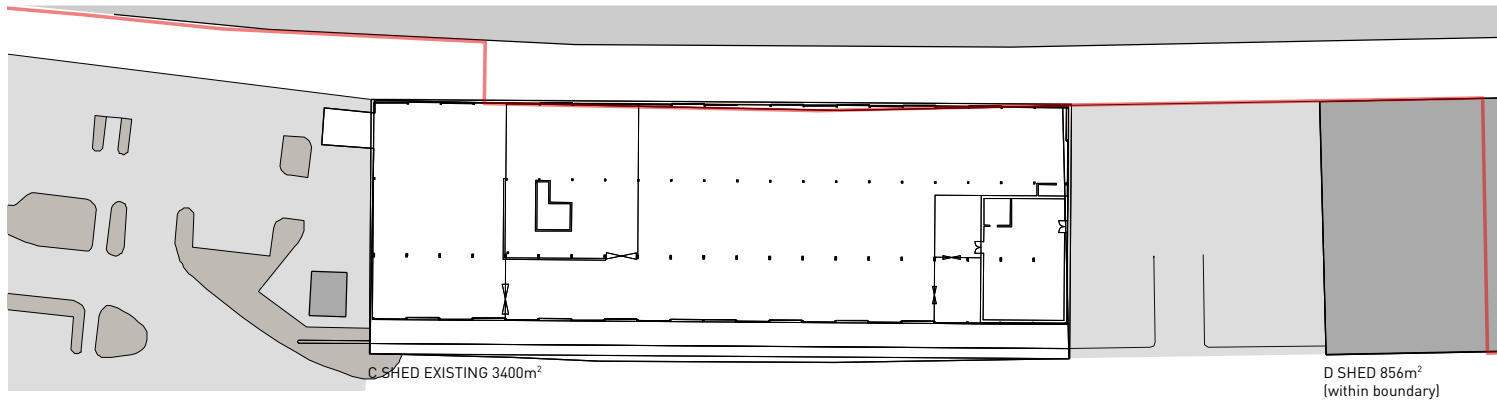




## 6.0 EVOLUTION OF THE PRECINCT PLAN

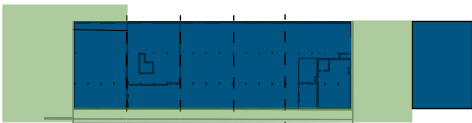
### 6.8 Heritage Concepts

#### POTENTIAL RE-USE AND ADAPTION OPTIONS: C SHED AND D SHED

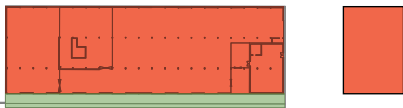


#### MODELS

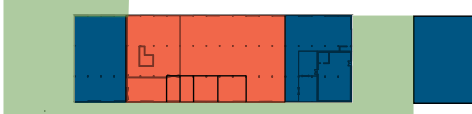
##### Day/night activation (entertainment/cultural)



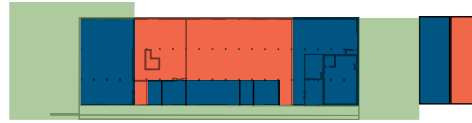
##### Office occupancy



##### Larger offices with public activation



##### Small offices or studios, combined with retail and/or entertainment



#### LEGEND

- Boundary line
- Public
- Private
- Public outdoor space

#### ENTERTAINMENT:

- Restaurant
- Bar
- Cafe
- Live performance

#### OFFICES:

- Architects
- Graphic designers
- Engineers/small tenancies <200m<sup>2</sup>
- Corporate offices, single tenancy
- Government offices

#### RETAIL:

- Speciality shops (small) with cafe/s and restaurant/s
- Single tenancy retailer
- Retail, commercial and offices
- Antique markets/distributors

#### CULTURAL

- Exhibition spaces
- Headquarters for cultural groups
- Theatre, commercial/art/galleries
- Cultural retail, eg bookshop

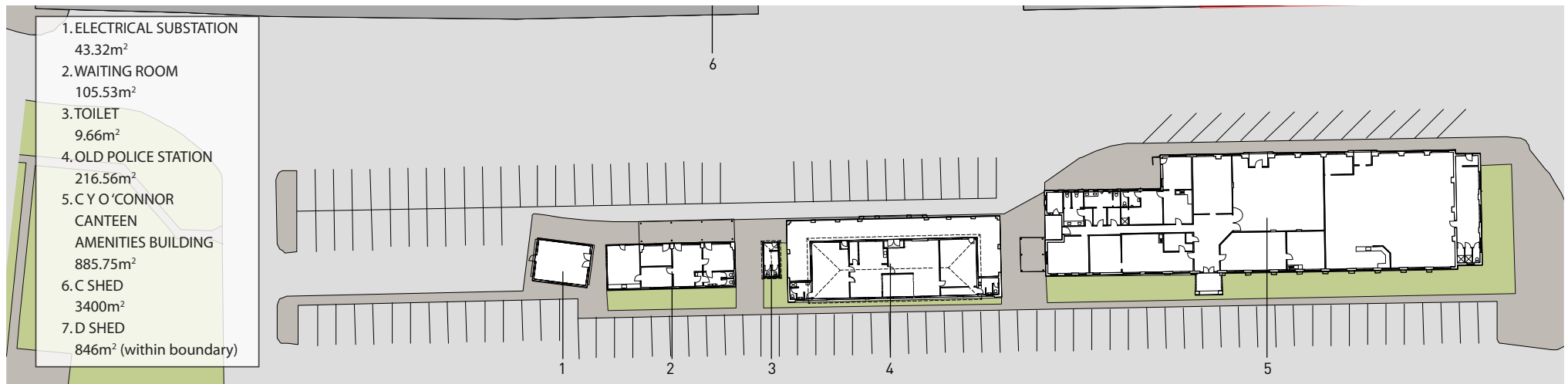
#### EDUCATION

- Private: Notre Dame University, language schools, film school
- Public: Challenger Institute of Technology, Western Australian Performing Arts Academy (WAPAA)

## 6.0 EVOLUTION OF THE PRECINCT PLAN

### 6.8 Heritage Concepts

#### POTENTIAL RE-USE AND ADAPTION OPTIONS: IMMIGRATION BUILDINGS



An example of heritage integration, Kolumba Museum, Cologne, Peter Zumthor

#### ENTERTAINMENT (DAY/NIGHT ACTIVATION)

- Restaurant
- Small bars
- Music venues
- Live performance

#### OFFICES:

- Small tenancies

#### RETAIL:

- Small tenancies

#### TOURISM

- Information centre
- Tour operator

#### CULTURAL

- Private/Public/Interpretive galleries

#### EDUCATION

- Dance/ Yoga studio spaces

#### COMMUNITY

- Linked open spaces
- Meeting places, community drop in centres and temporary activities

#### PUBLIC TOILETS

- Demolish and return to public realm

# 7.0

## Indicative Development Plan

## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.1 Process Overview

None of the previous three scenarios was intended to offer a complete outcome. Each was used to test and demonstrate scenarios for the various elements which enable the planning of the precinct.

The final Precinct Plan is a modification/ amalgamation of the optimal aspects of the three scenarios, informed by the responses of the project partners, key stakeholders and the community to the scenarios.

The building types proposed in “Open City” were largely accepted as a critical component in enabling the Commercial Precinct to be a viable development opportunity. Although there was concern about height, the majority that were consulted preferred this to a lower, bulkier building form spread evenly across the site.





The Queen Street bus interchange from “Harbourside Hybrid” had the overall majority preference, with an acceptance that an increase in public space in front of Fremantle Station would be offset by a commercially viable development on the southwest corner of Pioneer Park.

The community was also willing to allow a trade-off of some higher building forms to maintain and enhance views to the port from the city.





## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.2 Commercial Precinct Indicative Development Plan





#### KEY URBAN DESIGN ELEMENTS

-  Key pedestrian connections
-  Retention of east- west linear open space connections within Victoria Quay
-  Primary public space located within heritage curtilage adjacent to important heritage buildings
-  Key new buildings adjacent to heritage buildings






#### OPEN SPACE/ PUBLIC SPACE

-  Primary public space in Victoria Quay Commercial Precinct
-  Sheltered public space
-  Public space with commercial alfresco use
-  Public open space




#### HERITAGE BUILDINGS AND CURTILAGE

- C and D Sheds
-  Amenities Building (C Y O'Connor Centre)
-  Old Police Station (former Migrant Immigration Office)
-  Waiting Room
-  Remnant railway tracks










#### HEIGHTS

-  1 storey
-  2 - 3 storeys
-  4-6 storeys
-  10+ storeys
-  Existing buildings within precinct area





#### NEW BUILDINGS

-  Podium/tower building type (Ports Admin)
-  Low rise/shed building type (Port vernacular)
-  Perimeter/street edge building type (West End vernacular)

#### TRANSPORT AND ACCESS

-  Taxi stand
-  Bike lane
-  Bike lane shared path
-  Universal access parking
-  Street parking
-  Bike parking
-  Proposed pedestrian overpass (for connection between the Fremantle Railway Station and development in Commercial Precinct - subject to approval)
-  Existing pedestrian overpass to Fremantle Ports Passenger Terminal
-  Indicative location of traffic signals

#### STREETSCAPE & MOVEMENT

-  New road connection across rail line (subject to approval)
-  New pedestrian on-grade access over railway line (subject to approval)
-  Shared street
-  Shared path and pedestrian only connection





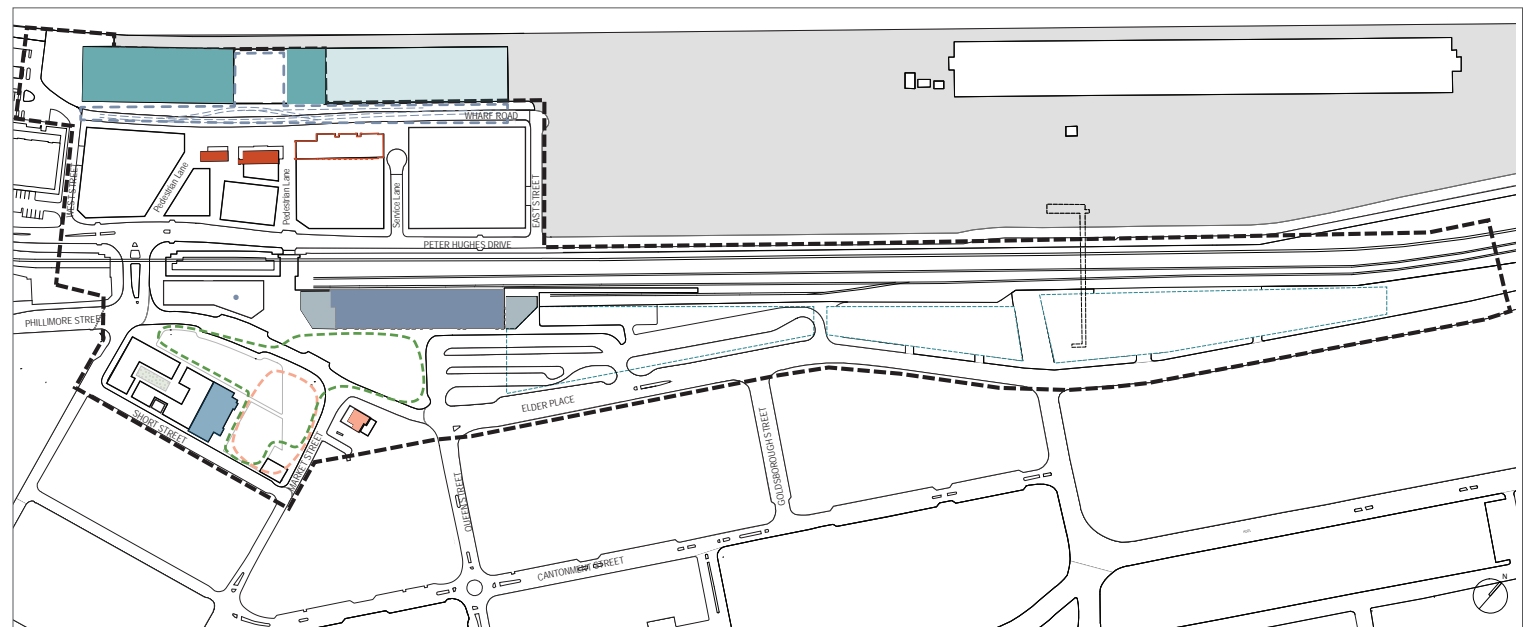
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles

PRINCIPLE 1: ACKNOWLEDGE THE HERITAGE, CHARACTER AND SPECIAL IDENTITY OF THE PLACES AND SPACES IN THE PROJECT AREA

#### HERITAGE

- Recognition of the benefits of conserving the heritage character of Victoria Quay whilst re-invigorating Commercial Precinct development areas as an exciting, inter-connected, people-friendly and commercially successful part of Fremantle.
- Integrating and adapting significant heritage buildings, objects and spaces and interpreting the rich industrial environment and heritage of the space.
- Reinforce the linear form of existing former cargo transit sheds and associated roadways along Victoria Quay.
- Generous open spaces provide ample areas and opportunities for heritage interpretation.



- Adaptive re-use with building additions to allow re-use
- Adaptive re-use
- Ports operations
- Additions to support existing use
- Maintain use or future adaptive re-use
- Retain rail tracks
- Enhance the distinct local landscape, heritage and character of the port
- Preserve park archaeology

Not To Scale

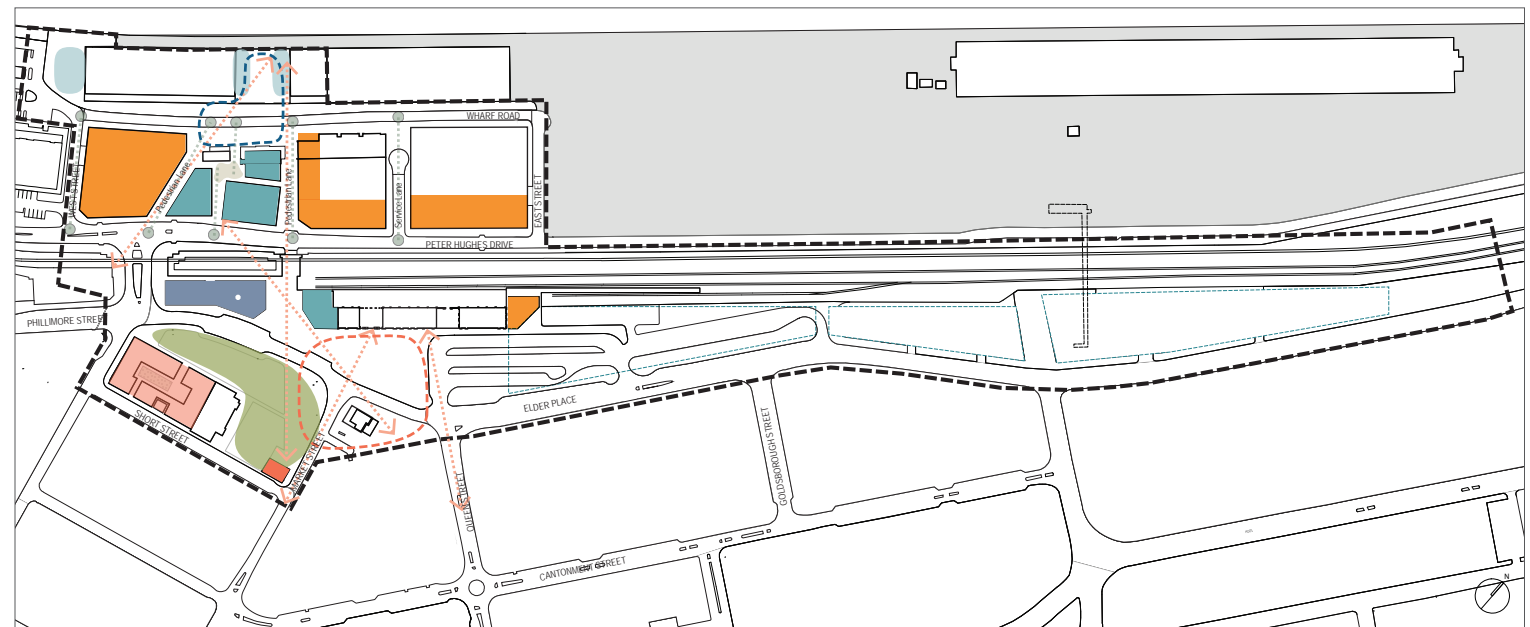
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles

PRINCIPLE 2: DELIVER SAFE, ATTRACTIVE, WELL-DESIGNED AND INCLUSIVE PLACES THAT WILL ATTRACT A DIVERSE COMMUNITY

#### SUSTAINABLE PLACES AND SPACES

- The diversity of building footprints and architectural design encourages a rich mix of land uses that will attract a wide range of people who will want to visit for a broad range of reasons.
- Improved accessibility for all people, including the young, the elderly and disabled.
- The ability to survey the area using security cameras or other security devices/methods.
- 'Eye' level view corridors are improved and new through views created.
- Adaptable, multi-functional places and spaces.



- |  |  |
|--|--|
| Retail/hospitality/commercial/office/parking | Pocket park                                  |
| Retail/hospitality/public/community          | Main public space within commercial precinct |
| Retail/hospitality/commercial/office         | Privately managed public space               |
| Public/community                             | Small, sheltered public space                |
| Accommodation                                | Street level pedestrian view corridors       |
| Civic forecourt to Fremantle Railway Station | Street level vehicle view corridors          |

Not To Scale

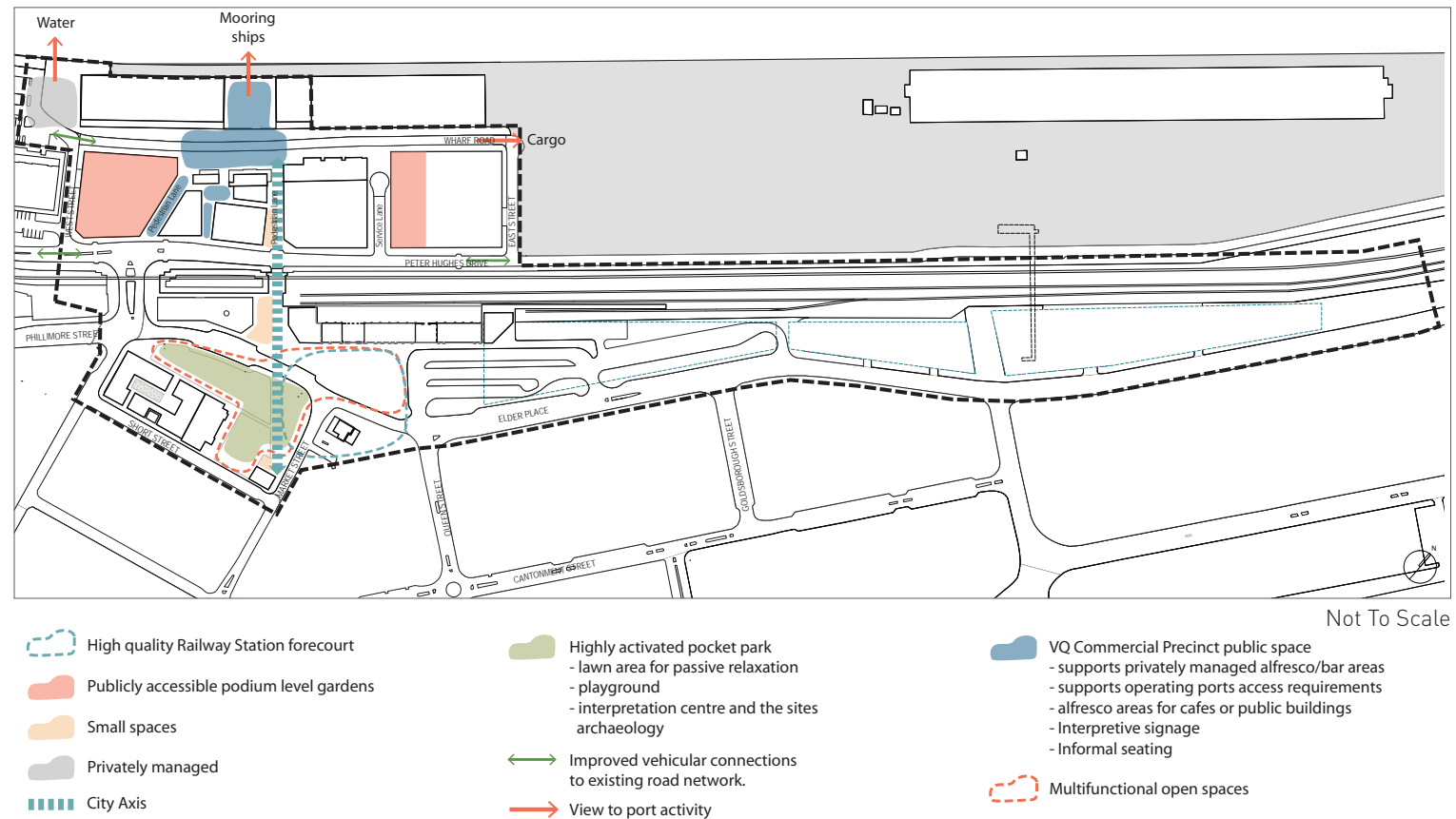
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles

PRINCIPLE 3: ENSURE THAT PLACES AND SPACES PROVIDE FOR MIXED USES, ARE ADAPTABLE AND ARE MULTI-FUNCTIONAL

#### VARIETY OF OPEN SPACES AND PLACES

- The Commercial Precinct as a distinct area with seamless transition to the rest of Victoria Quay, a direct connection to shipping movements and engagement with the waterfront. Includes “port-scaled” public space for larger gatherings and activities.
- A “City axis” for pedestrians to efficiently traverse all three precincts. Small spaces (seating, retail, community) along the axis provide a sense of enclosure and protection for pedestrians.
- A high quality Railway Station forecourt, worthy of the quality of the station building and suitably sized to accommodate a growing population and increase in public transport use.
- Pioneer Park transformed from a largely single use, low activity park to a “green pocket” park activated by new development and improved amenity within a predominantly green, landscaped environment.
- Opportunities for publicly accessible podium-level gardens.



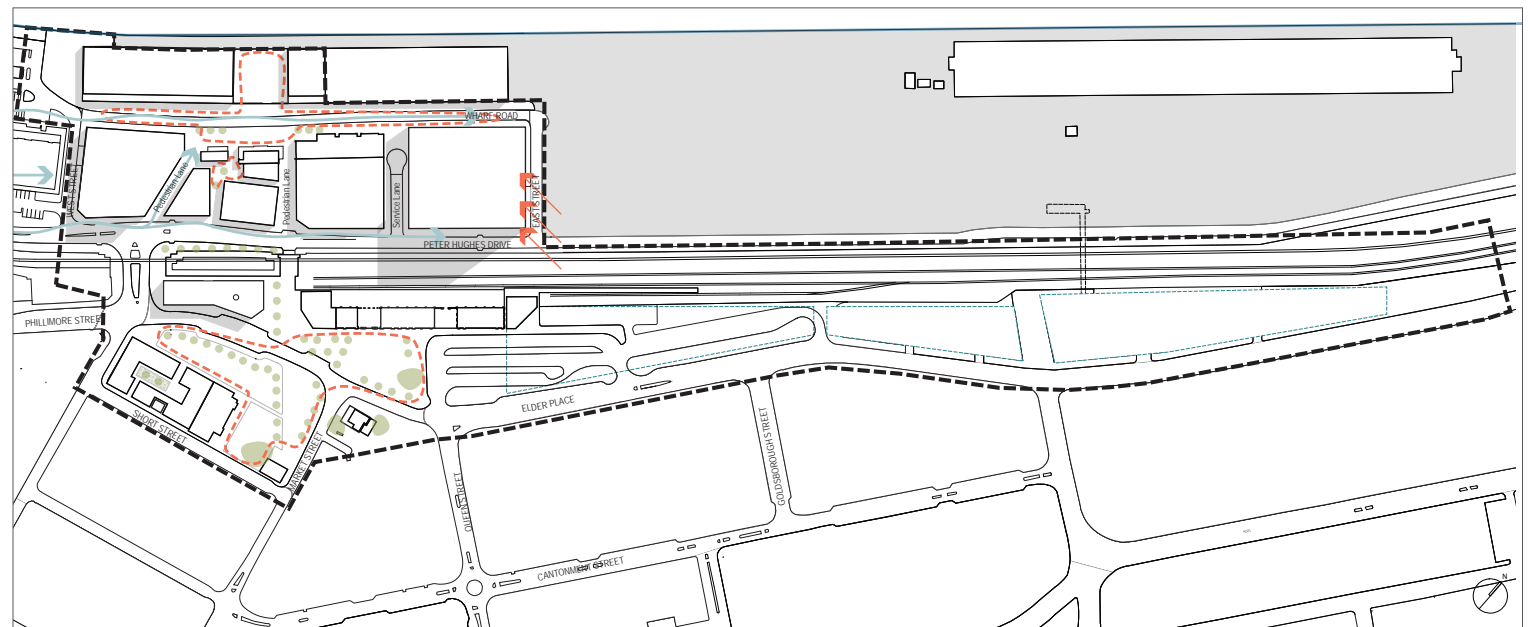
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles





PRINCIPLE 4: DEVELOP PLACES THAT ARE RESPONSIVE TO, AND EMBRACE, LOCAL ENVIRONMENTAL CONDITIONS

#### MICRO CLIMATE

- The orientation of open spaces to optimise solar gain in winter, but minimise sun exposure during summer.
  - Building locations, orientation and form protect users from cool winter breezes but enable site cross ventilation by the summer “Fremantle Doctor”.
- Cooling winds permeate through Victoria Quay’s Commercial Precinct to the streets of Fremantle’s city centre.
- Permeable paving to improve and minimise storm water run-off.
  - Increased capacity to shade large areas of open hardstand will reduce the substantial heat gain caused by the existing at-grade car parking area. The majority of car parking areas will be covered or under shade.



Not To Scale

-  Cool south-westerly breeze
-  Hot easterly breeze
-  Trees
-  Winter midday sun
  - Key public spaces have access to sun
  - Building shadows do not adversely impact winter sun on public spaces



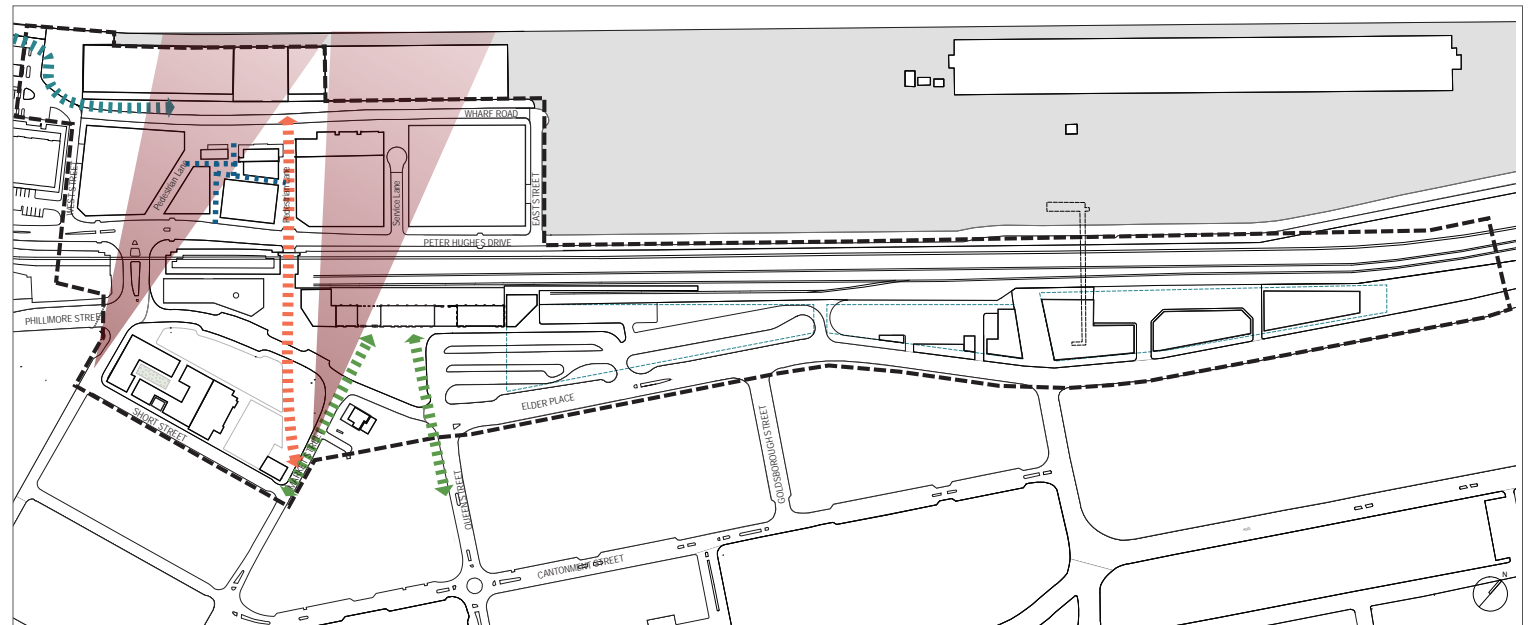
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles

PRINCIPLE 5: FOSTER CONNECTIVITY WITH THE BROADER FREMANTLE CITY AREA TO ENABLE LEGIBILITY AND INTUITIVE MOVEMENT WITHIN AND ACROSS PLACES

#### CONNECTIVITY AND LEGIBILITY

- Balance between not allowing new development to overpower the Fremantle Railway Station building or block views of the working port from key points in Fremantle whilst enabling the new developments to become landmarks.
- Rationalised pedestrian and vehicle routes with clear signage and sightlines on primary streets to encourage visitors.
- Strong focus on pedestrians using secondary streets within the Commercial Precinct to meander and discover the waterfront.



Not To Scale

- Main pedestrian access connecting the city with the waterfront.
- Main pedestrian access along VQ waterfront
- Main pedestrian access connecting the city to Fremantle Railway Station and bus interchange
- Pedestrian laneways
- Views to sky, cranes and docked ships

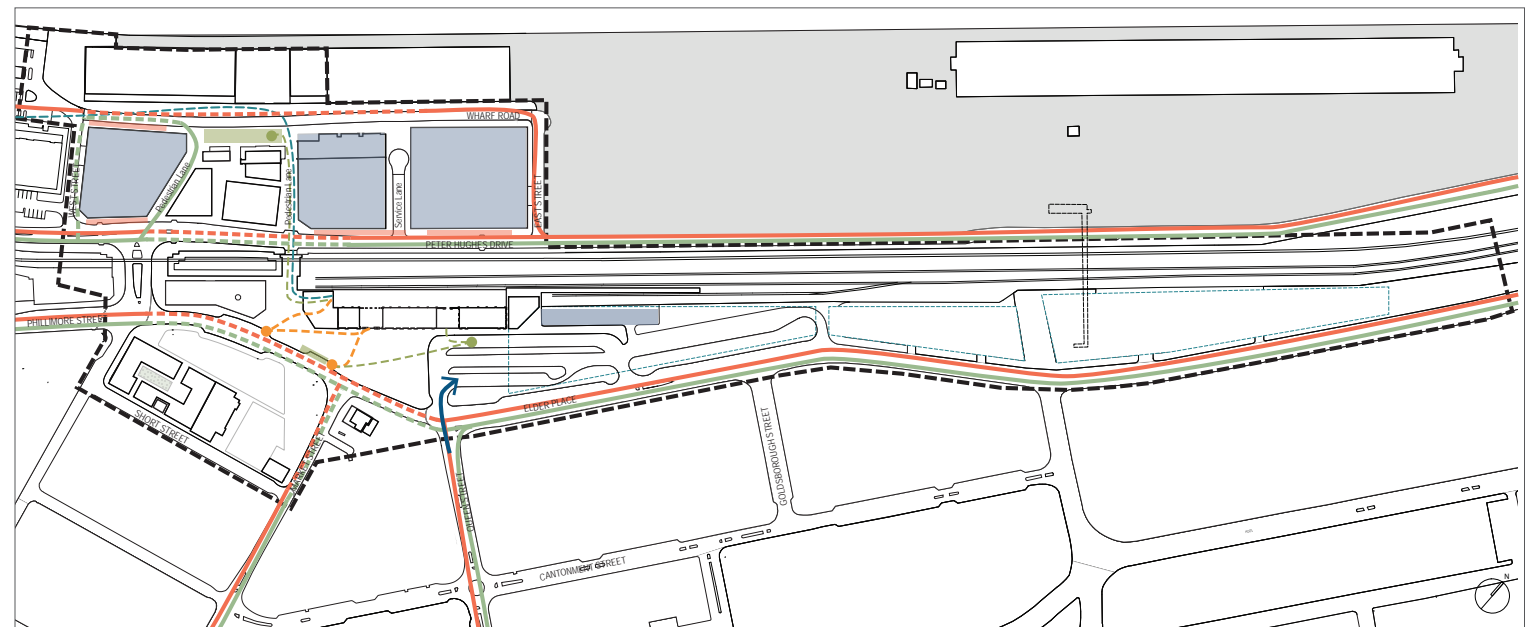
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles

#### PRINCIPLE 6: ENHANCE ACCESS TO A RANGE OF TRANSPORT SCENARIOS

##### ENHANCED TRANSPORT ACCESS

- A realignment of the bus interchange entry from Market Street to Queen Street has the potential to significantly improve pedestrian access across the area. The benefit to interchange users is enabling the Market and Phillimore Streets intersection to be bus free and re-designed as a shared street for people and vehicles
- An additional passenger/pedestrian entry exit on the eastern end of the railway station provides a shorter and more direct connector route to the relocated bus interchange.
- Easy access to taxis, ACROD parking, and CAT bus.
- Limited impact on the walking distance to commuter parking bays.
- Potential for secured staff parking for shift workers.



Not To Scale

- |   |  |
|---|--|
| <span style="color: red;">—</span> Vehicle connectivity                 | <span style="color: blue;">●</span> Staff parking                  |
| <span style="color: green;">—</span> Cycle connectivity                 | <span style="color: orange;">●</span> Roadside parking             |
| <span style="color: green;">- - -</span> Shared access                  | <span style="color: blue;">→</span> Queen St bus interchange entry |
| <span style="color: orange;">●</span> Access to taxi from train station |  |
| <span style="color: teal;">●</span> Access to ferry from train station  |  |
| <span style="color: green;">●</span> Access to bus from train station   |  |
| <span style="color: green;">●</span> Disabled parking and taxi stand    |  |

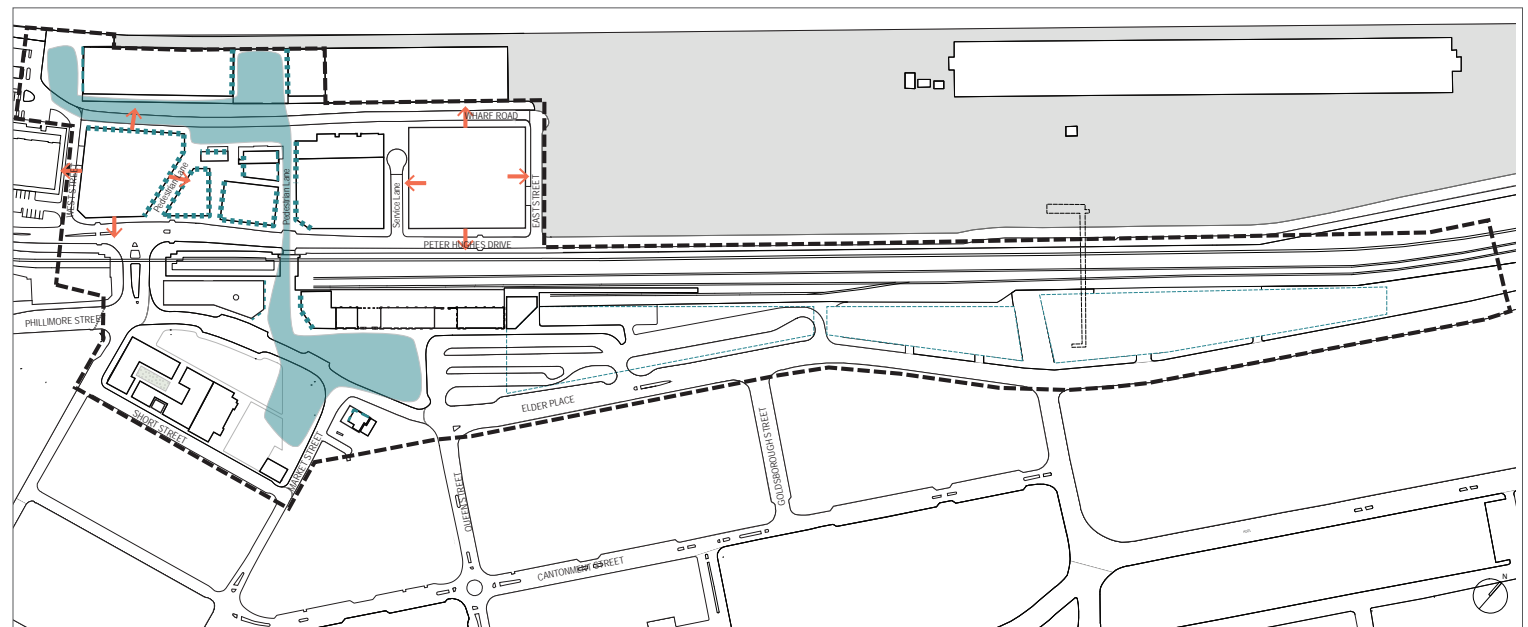
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles

PRINCIPLE 7: ESTABLISH THE CONDITIONS THAT WILL MAXIMISE BUSINESS AND ECONOMIC OPPORTUNITIES AND OUTCOMES

#### SELF-FUNDED DEVELOPMENT OPTIONS

- The provision of 30,000m<sup>2</sup> of commercial office space in the Commercial Precinct enables a key anchor tenant and support services to be established. Approximately 9,500m<sup>2</sup> of lively retail/hospitality also provided.
- The balance between preserving view corridors and providing usable, efficient buildings in the Commercial Precinct has been considered in calculating the Precinct Plan building envelopes. The resulting commercial building footprints satisfy minimum operable office floor plates.
- The Commercial Precinct's building envelopes/footprints ensure that public spaces are of sufficient size to be activated with food, beverage and lively retail uses.



Not To Scale

- ..... Active facades - retail or public
- Primary active spaces
- Upper level views

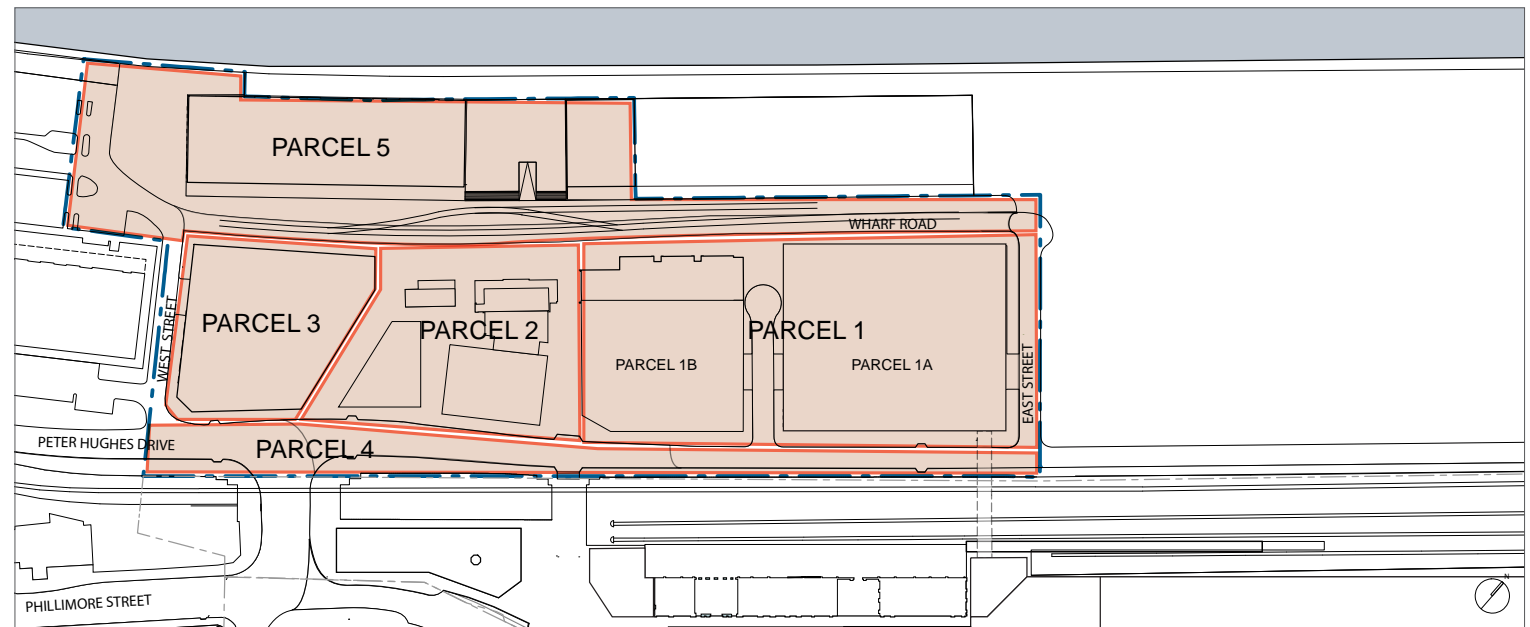
## 7.0 INDICATIVE DEVELOPMENT PLAN

### 7.3 Application of Design Principles

PRINCIPLE 8: DEVELOP A PARTNERSHIP APPROACH WITH KEY STAKEHOLDERS, ENSURING SHARED RESPONSIBILITY FOR THE EFFECTIVE MANAGEMENT OF THE REVITALISED PLACES AND SPACES

#### STAGED DEVELOPMENT OPTIONS

- Each 'Enabling' Precinct Plan has flexibility built into it to enable implementation at a pace suitable to each partner. Within each plan, elements such as entry connections, pedestrian connections and other infrastructure/services can be constructed on a staged basis or collectively.
- All Precinct Plans outline the development framework for each parcel and the implementation considerations to enable each parcel to be developed.



Not To Scale

# 8.0

## Components of the Plan



## 8.0 COMPONENTS OF THE PLAN

### 8.1 Overview

There are various and multiple layers of information which form the structure and organisation of the Precinct Plan for the Victoria Quay Commercial Precinct. These components provide a comprehensive guiding framework to ensure that development of the precinct occurs in an orderly, coherent and desirable way. For a successful outcome, the components and the various elements within these, must work together to shape the functional and experiential attributes of the precinct.

The components of the plan are:

- Urban Structure
- Land Use
- Public Open Space
- Pedestrian and Cycling
- Streetscapes
- Built Form Design
- Heritage Value Protection
- Access and Parking
- Additional Performance Criteria

#### DESIRED CHARACTER

The Commercial Precinct, with all of Victoria Quay, will contribute to the character and economy of the city centre by being a distinctive precinct within the city.

The Commercial Precinct must complement the other precincts within Victoria Quay by adding to the variety of uses, building form and urban spaces.

The Precinct Plan seeks to ensure that the maritime functions of a working port are clearly evident.

The continuing ability to view passing ships, ferries, cranes and the occasional freight train reinforce an authentic identity for the new development within the precinct.



Shipbuilders Square, North Vancouver.



Wharf edge, Victoria Quay, Fremantle.

















Schouwburgplein Square, Rotterdam.

## 8.0 COMPONENTS OF THE PLAN

### 8.2 Urban Structure

#### URBAN STRUCTURE PLAN

-  New and existing vehicular access
-  Multi-use open spaces
-  Key visual landmark sites
-  Views (new and existing)
-  New view corridors (to be maintained)
-  Pedestrian overpass (subject to approval)
-  Pedestrian gateways
-  Podium/tower building type
-  Shed building type
-  Street edge type
-  Potential development blocks requiring heritage integration/consideration
-  Potential development blocks
-  Existing buildings within Commercial Precinct
-  Commercial Precinct boundary

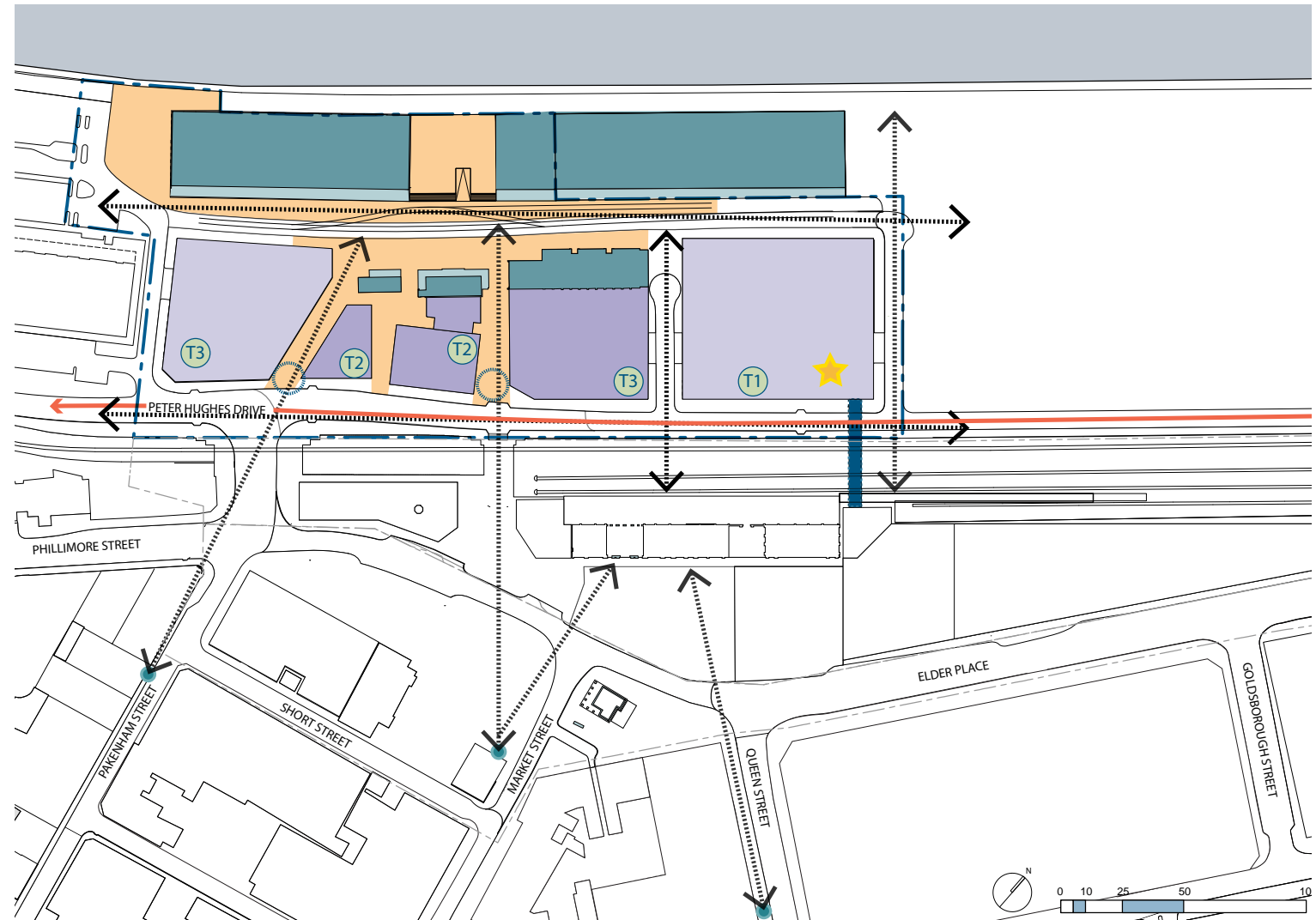


FIGURE 8.2a

## 8.0 COMPONENTS OF THE PLAN

### 8.2 Urban Structure

The Urban Structure sets out the fundamental organising elements of the 'Enabling' Precinct Plan as defined by the streets and blocks, open spaces, development areas, primary entries, view corridors and landmarks. These elements provide structure and inform the hierarchy evident in the subsequent components of the plan. The purpose of the Urban Form plan is to ensure a coherent development with well-defined visual connections and public spaces.

Fremantle Port's existing large-scale industrial and engineering elements (cranes etc) as well as passing or docked container and cruise ships dominate the Commercial Precinct landscape and are visible from most vantage points within it.

These working port features inform the streetscape character and the approach to the configuration of streets and blocks (rather than a monolithic building over the entire precinct). They enhance the character of Victoria Quay, strengthen connections and optimise rational individual development sites.

#### 8.2.1 PRIMARY ENTRIES

The primary or symbolic points of entry into the precinct are key connections with the Fremantle city centre and other areas of Victoria Quay. Their importance should be reinforced through a combination of distinctive streetscaping, landscaping, wayfinding signage and/or architectural design appropriate to the gateway's importance in the hierarchy of the Precinct Plan.

The northeast entry to Peter Hughes Drive is via an underpass. The low height and associated port operations fencing and signage provides a very clear message that the road is of a restricted nature and for new visitors to Fremantle it is unclear whether the road is publicly accessible. Even though this road may be required for port operations and occasionally closed, there needs to be a much improved address and signage to promote one of Victoria Quay's primary entries.



Peter Hughes Drive eastern entry, Victoria Quay.

#### 8.2.2 VIEW CORRIDORS

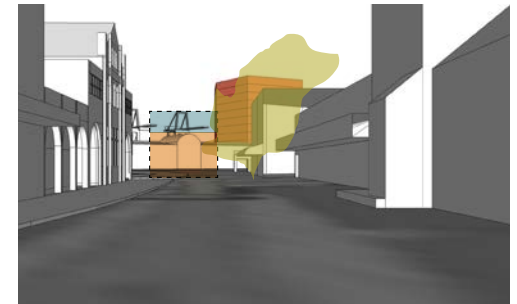
The building envelopes of new development in the Commercial Precinct ensure important views are not obscured. Buildings may emphasise or frame an existing view corridor.

Refer to building footprints, setbacks and heights. FIGURE 8.7a

- Developers must provide view cone analysis (3d images) of new buildings in the Commercial Precinct from locations identified on FIGURE 8.2a
- Views to water and Fremantle Railway Station as noted in FIGURE 8.2a must not be obscured by any permanent (building feature) or impermanent (movable signage, outdoor restaurant seating etc) elements.
- Preservation of views of the active port (moving freight ships, boats and cranes as well as containers stacked on the far side of the harbour) must be considered in the design of buildings in the Commercial Precinct.
- Urban design and landscape elements (trees, shelters etc.) within the Commercial Precinct must also be designed so they do not interrupt view corridors.



View from Market Street to Railway Station.



Impact on view by proposed Commercial Precinct building envelope.



Aerial plan of view cone.

## 8.0 COMPONENTS OF THE PLAN

### 8.3 Land Use

#### LAND USE PLAN

- Open space with selected areas for alfresco dining
- Retail/Entertainment/Commercial/Industry/Public Use
- Retail/Entertainment/Commercial/Industry/Public Use
- Retail/Entertainment/Commercial/Public Use
- Primary active use ground floor frontage
- Secondary active use ground floor frontage
- Commercial Precinct boundary

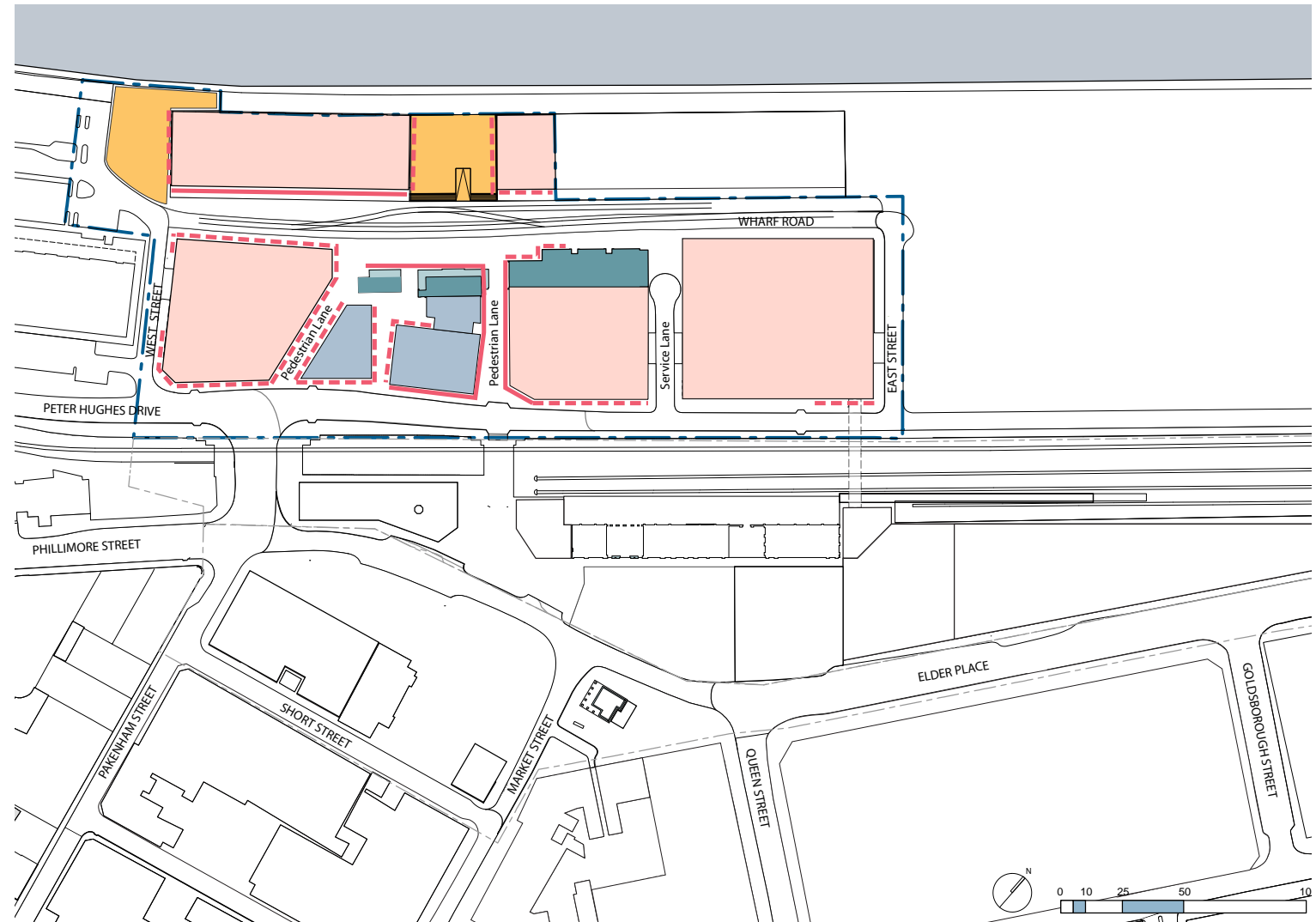


FIGURE 8.3a



## 8.0 COMPONENTS OF THE PLAN

### 8.3 Land Use

#### 8.3.1 LAND USE DETAIL

##### COMMERCIAL - RETAIL

- Shop \*
- Home Store \*
- Market \*
- Lunch Bar \*
- Convenience Store \*
- Showroom

##### COMMERCIAL - OFFICE / BUSINESS

- Office
- Consulting Rooms
- Medical Centre
- Bank \*
- Health Studio

##### ENTERTAINMENT

- Small Bar \*
- Reception Centre
- Restaurant/Cafe \*
- Amusement Parlour \*
- Public Amusement \*
- Liquor Store \*
- Private Recreation

##### ENTERTAINMENT - AMPLIFIED MUSIC VENUE

- Nightclub
- Tavern

##### SERVICE AND PUBLIC USE

- Community Purpose \*
- Education Establishment
- Civic Use \*
- Museum \*
- Public Car Park

##### INDUSTRY

- Cottage \*
- Marine Technology

\* Permitted primary frontage uses

#### 8.3.2 COMMERCIAL - RETAIL

Places of business offering goods displayed on the premises for sale or hire to the public, and including premises for the provision of services of a personal nature and premises for the preparation of goods for sale on site but not manufacturing of goods.

- Primary retail areas are strongly encouraged to be designed to appropriate standards and requirements for immediate use by retail tenants.

- Retail outlets relevant to maritime activities are encouraged.

Secondary retail can be designed to commercial standards with the possibility to convert to primary retail in the longer term. Diversity of retail services, adaptability of buildings and active interfaces of ground floors with the public realm is strongly encouraged

#### 8.3.3 COMMERCIAL - OFFICE / BUSINESS

Business activities, professional services and other principally profit-based land uses of a non-retail nature. The category does not include businesses of an industrial nature. Generally located on upper floors to provide more active uses such as retail, food and beverage on ground floor.

#### 8.3.4 ENTERTAINMENT

Premises designed and used to provide public entertainment or social interaction, principally dining, hospitality and beverage.

- Extended/evening trading and may involve service of alcohol and amplified music.
- Daytime (cafe, restaurant) and night time (bar, nightclub) both with a strong emphasis on outdoor space.

#### 8.3.5 SERVICE AND PUBLIC USE

Premises or land uses which provide essential services or leisure facilities to local residents and workers or the wider community, also referred to as 'social infrastructure'.

Facilities that provide enhanced lifestyles and encourage physical activity, social interaction and community building.

These uses can be on ground floors or upper levels, but only the most publicly interactive uses will be encouraged at ground levels.

#### 8.3.6 EDUCATION ESTABLISHMENT

Smaller scale educational facilities such as private language schools and skills training centres. Possibly some centres associated with Fremantle's Notre Dame University.

#### 8.3.7 CAR PARK

Multi-level ticketed parking for tenants and public.

Limited short-term, on-street parking spaces

#### 8.3.8 OPEN SPACE


















Land not to be built on, generally reserved for public use. Control and management of these spaces will be negotiated between Fremantle Ports and the developer.



## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space

#### URBAN REALM PLAN

-  Shared pedestrian/cycle path
-  Shared street (Peter Hughes Drive)
-  Shared street (Wharf Road) with original bitumen surface and railway tracks retained
-  Open space with original bitumen surface and railway tracks retained
-  Potential public art sites
-  Primary urban space
-  Secondary urban space
-  Small-scaled urban space
-  Primary pedestrian promenade
-  Secondary Pedestrian lane
-  Signalised crossing
-  Informal crossing
-  Traffic signals
-  Pedestrian overpass (subject to approval)
-  Potential development blocks
-  Existing buildings within Commercial Precinct
-  Commercial Precinct boundary

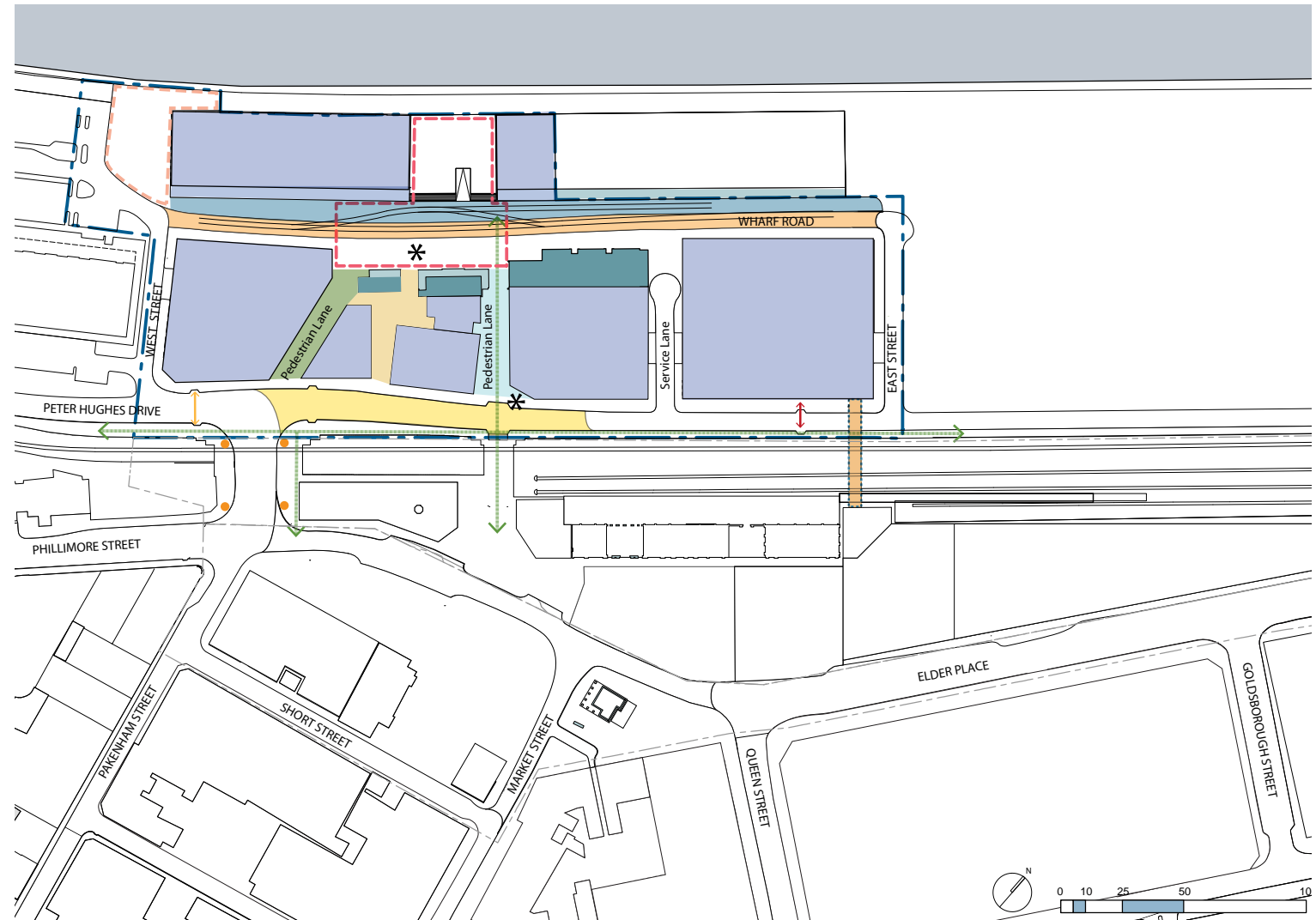


FIGURE 8.4a

## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space

The arrangement of streets, paths and open space are in consideration of the key existing destinations (working port waterfront, heritage sheds and the spaces between), future destinations and their linkage to the city. This arrangement then influenced the type and location of the development parcels.

The likely number of visitors to Victoria Quay has guided the amount of urban space that can be successfully activated. Victoria Quay's location in Fremantle is not expected to attract high visitation numbers equivalent to the Elizabeth Quay development in Perth city. Therefore, to attempt to activate multiple public spaces in the short-term will weaken the intensity of the key public space within the precinct. The Precinct Plan works to prioritise public spaces so key activities that also include interpretation and community events are focused along the primary pedestrian promenade and within the primary urban space.



Granville Island Markets, dusk view, Vancouver.

#### 8.4.1 ACTIVATION

Activation of street frontages (through building design and by location of appropriate uses) creates a vibrant, diverse and interactive urban environment.

- For Primary and secondary frontages, development is encouraged to incorporate a mix of active uses such as retail, food and beverage at ground level to extend the hours of activity beyond traditional retail hours.
- Typically, upper floors within the Commercial Precinct will house less active uses, such as offices.
- Areas of blank wall at ground level must be avoided.
- Primary frontage ground floor tenancies will provide shopfront glazing with maximum sill heights of 450mm.
- Internal plans to orientate activity towards the street.
- Activities such as outdoor food and beverage, market stalls etc, which “spill-out” into public spaces (promenades, squares, streets) will be encouraged.
- Deep recesses must be avoided with a generally consistent building edge adjacent to pedestrian paths. Buildings should provide variation through degrees of transparency, frequent entries, window details varying materials, textures and colours.
- If entries to office towers (foyers) are recessed, ensure their edges are activated by retail or food and beverage tenancies.

- Office foyers (along with all other ground floor spaces) will remain artificially lit after dark.
- No vehicle access and/or service areas should be located on primary street frontages.
- Vehicle crossovers are to be minimised, consolidated and shared where possible.



Recessed entry activated by food and beverage tenant [Enex100 and Greenhouse, St George's Terrace, Perth].

#### 8.4.2 LANDSCAPE - WHARF

The water adjacent to Victoria Quay is the primary open space attraction, rather than a park type open space. The Commercial Precinct will have predominantly hard landscapes (paving) rather than large areas of greenscape (turf) to reflect the existing urban, industrial character, although limited turf is acceptable at key locations.

In this exposed environment, opportunities for shelter and shade are a critical provision to maximise the comfort and use of public space throughout the year. A combination of trees and constructed shelters must be provided.

Landscape and shelter elements will reference the robust, practical nature of the existing buildings and objects found across Victoria Quay, as well as their association with a working port.

- Refer to the Victoria Quay Waterfront Urban Design Masterplan Style Guide (Donaldson and Warn).



Street furniture from the Victoria Quay Waterfront Urban Design Style Guide.



## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space



Indicative image of the primary urban space in the Commercial Precinct.

## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space

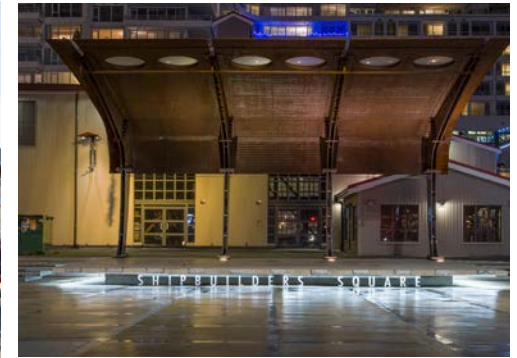
#### 8.4.3 PRIMARY URBAN SPACE

The collection of immigration buildings, C Shed and D Shed define the edges. These buildings provide a prominent heritage focal point to the primary urban space. The retention of the rail tracks within this area extends further heritage references into the public realm providing evidence of the gritty character of the port.

The backdrop of cranes and moving ships creates a dynamic, ever changing maritime setting for city-type public activities, such as alfresco eating and drinking, play and cultural learning experiences through integrated interpretive artwork and signage.



Impromptu performances, Granville Island, Vancouver.



Covered area for all-weather use.

#### PRIMARY URBAN SPACE INTEGRATED WITH WHARF SHARED STREET - SECTION

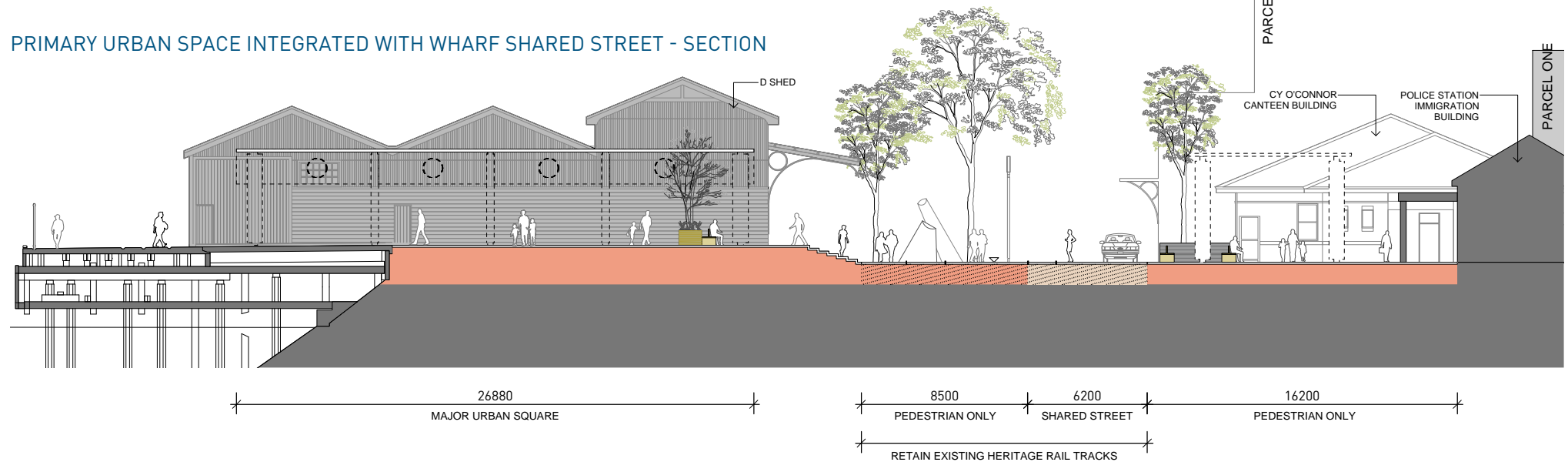


FIGURE 8.4b



## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space

#### 8.4.4 SECONDARY PUBLIC SPACE

- The waterfront exposure to the prevailing breeze requires public spaces that are sized and located to minimise the negative effects of this.
- A smaller, sheltered place away from the primary pedestrian movement areas is to be provided within the former immigration buildings development area.

#### INDICATIVE SECONDARY PUBLIC OPEN SPACE- SECTION

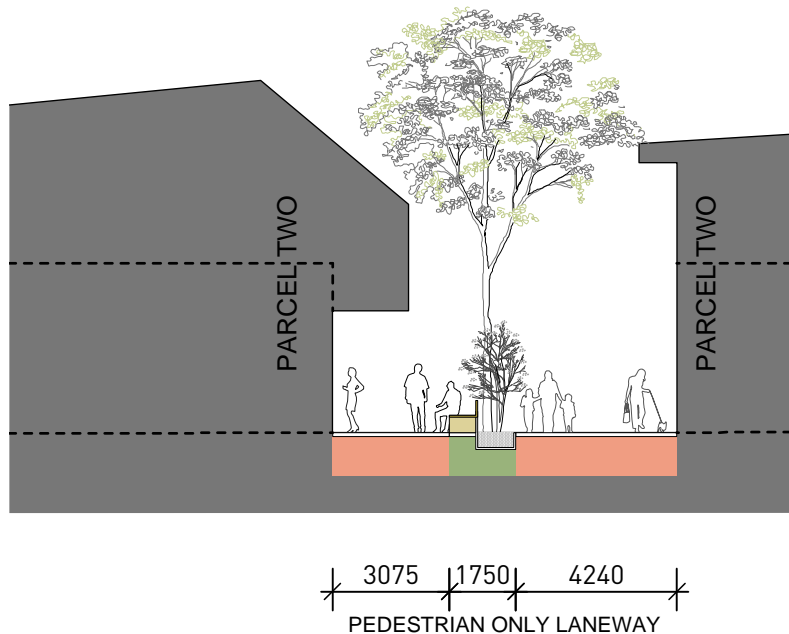


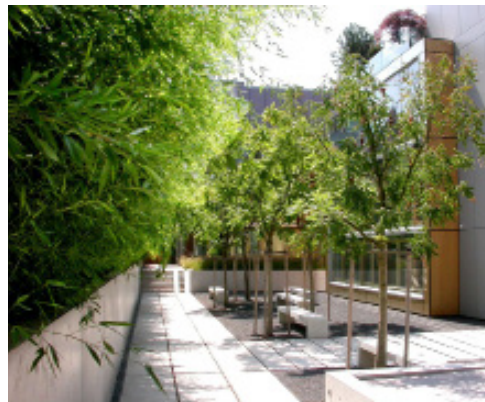
FIGURE 8.4c

#### 8.4.5 PUBLIC SPACE ON PODIUMS

The Additional Performance Criteria include a set of criteria that encourage publicly accessible gardens on podium roofs. These gardens would need to include shade, vegetation and screening from strong breezes to ensure a comfortable environment is created. Hospitality use is encouraged to provide visitor amenity. Refer to 8.10 Additional Performance Criteria.

#### 8.4.6 COMMERCIAL USE OF PUBLIC SPACE

The waterfront is the key destination, along with the ability to view close-up a docked ship. These activities are often experienced for lengthy periods and therefore opportunities for eating and drinking are also suitable close to the waterfront. It is important that not all waterfront space is assigned for paying customers, with public seating provided immediately along the waterfront.



Smaller scaled and protected outdoor space, Switzerland.



Challenger Institute of Technology courtyard, Victoria Quay.



## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space

#### 8.4.7 DESIGNING OUT CRIME

The following design measures ensure the Commercial Precinct is a safe urban environment where crimes against property and person are rare. Additionally, the proximity of the precinct to Fremantle Port is beneficial as there are large numbers of workers accessing the port around the clock. Although functionally, the working port is independent of Victoria Quay, visual connections to activity on the harbour and the potential for providing services (health, recreation, office space) to the port's workforce throughout the day and night will generate activity in the precinct.

Antisocial activity connected to publicly visible illegal drug and alcohol use (including vagrancy and street drinking) and property crime such as graffiti and vandalism will be limited by the following:

- Encouraging 24 hour activation (associated with the port and with late night food and beverage/entertainment, and specific evening community events)
- Avoiding “blind” spaces (obscured by plants or building elements) and dead-end alleys
- Encouraging entry points with views to attractive, light-filled destinations such as a shop, gallery, garden or bar
- Encouraging incidental surveillance

- All streets in the Commercial Precinct need to be trafficable by pedestrians and vehicles (security vehicles will be able to traverse the entire site, including “pedestrian only” areas)
- The protection of shopfronts with drop-down bollards (against ram raids) and visually open security screens and grilles rather than solid roller shutters must be integrated into building and streetscape design so as not to dominate or create an overly defensive “locked down” atmosphere
- Demonstrating good CPTED (Crime Prevention Through Environmental Design) along all new streets and open spaces (squares)



Good lighting and open sightlines give a clear path for pedestrians and minimise potential hiding places, Bourq, Saint Maurice.

#### 8.4.8 WAYFINDING AND SIGNAGE

Fremantle Ports has precise guidelines in place to avoid the visual clutter and distraction that could occur with the accumulation of signs, graphics and advertising of a variety of tenants at Victoria Quay. Refer to The Victoria Quay Signage Guidelines (Turner Design, 2010) for information for preparation of graphic elements, including directional signage.

Clear sightlines from the precinct's main entry points to the waterfront or key landmarks are also vital to assist in wayfinding. It is important that views are not obscured by any signage elements.

Within the Commercial Precinct, secondary pedestrian streets create a laneway condition where visitors might be uncertain of final destinations, but are invited to meander and discover the place. Vital to this are entry points with views to attractive destinations such as small gardens and sheltered seating areas for rest and contemplation.



Signage, Victoria Quay.



Wayfinding signage from the Victoria Quay Waterfront Urban Design Style Guide (Turner Design).

## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space

#### 8.4.9 PUBLIC ART

It is appropriate that artworks, like so many elements within Victoria Quay, have a functional purpose. Contemporary art will be incorporated for seating, children's play equipment and other elements such as fencing and railings.

To achieve high quality public artworks for the public art collection, public art must be incorporated at the inception stage of development planning. The early engagement of artists working with designers, architects and town planners in the public art process will provide distinctive and integrated art works.

- Refer to requirements of the City of Fremantle's Local Policy 2.19 as a minimum guide.
- Refer to the Victoria Quay, Fremantle Interpretation Plan and the Victoria Quay Waterfront Urban Design Masterplan Style Guide for detailed guidance on Fremantle Ports' requirements.



Public art and furniture, Victoria Quay.



Art installation in the Slipways Precinct, Victoria Quay.

## 8.0 COMPONENTS OF THE PLAN

### 8.4 Public Open Space

#### 8.4.10 INTERPRETATION WITHIN PUBLIC OPEN SPACE

The stories of the precinct and wider area will be revealed and communicated through interpretive installations, maps and signage guided by the Victoria Quay, Fremantle Interpretation Plan (LookEar and Lovell Chen, 2010).

The Interpretation Plan identifies a range of key stories that relate to the history of Victoria Quay with seven major themes. The main themes for the Commercial Precinct include the immigration and labour history.

The Interpretation Plan includes a precinct map that shows suggested locations for interpretation within the Commercial Precinct and suggestions on how these may be interpreted.

#### 8.4.11 INTERPRETATION OF INDIGENOUS FREMANTLE PRIOR TO EUROPEAN CONTACT

Within the Commercial Precinct, it is recommended that a geographical representation (map) and commentary of the region pre-white settlement should be located in or adjacent to the main public space. Elders involved in 2009 meetings with consulting anthropologists unanimously agreed that a map of pre-contact Fremantle would be an excellent way of highlighting the fact that there was a thriving indigenous community in the Fremantle area and surrounds prior to white settlement with continuing links.

The Elders believe that such a map would not only be of great interest to tourists visiting the area but would provide an educational experience for the wider community, indigenous and non-indigenous. The Elders also believe that it would commemorate and provide recognition of the traditional inhabitants. *(Excerpts from the Summary Report prepared by consulting anthropologists from Macintyre Dobson and Associates for Fremantle Ports in February 2009.)*

#### 8.4.12 COORDINATION WITH THE CITY OF FREMANTLE

All interpretative installations need to be coordinated with the City of Fremantle and the existing Fremantle Heritage Trail to avoid duplication.



Interpretive public art, Maritime Museum entry.



Old luffing cranes, Victoria Quay.



## 8.0 COMPONENTS OF THE PLAN

### 8.5 Pedestrian And Cycling

#### 8.5.1 RELATIONSHIP BETWEEN PEDESTRIAN AND CYCLING CHARACTER

The Commercial Precinct, wherever possible, creates pedestrian only footpaths as well as adjacent shared paths for cyclists and vehicles.

Transitions between the mix of vehicle only, pedestrian only, shared paths and shared streets are indicated by changes in paving detail.

Slow vehicle travel speeds within the Commercial Precinct will also enhance the pedestrian and cycling experience.

#### 8.5.2 PEDESTRIAN ONLY PATHS AND LANES

Key pedestrian lanes linking the city and Fremantle Railway Station to Victoria Quay must provide shelter through shade trees or structures to help achieve a comfortable pedestrian link with active retail frontages and high quality landscape treatments. The design of all transitions between the Commercial Precinct, Station Precinct and Pioneer Park Precinct must be seamlessly integrated to reinforce these connections.

#### 8.5.3 SHARED PATHS

Extend the existing shared path along Peter Hughes Drive through the Commercial Precinct, terminating at the shared street section and reinstated from the Pakenham Street intersection.

#### 8.5.4 ON-STREET CYCLING LANES

On-street cycle lanes have been minimised within the Commercial Precinct, with the majority of the cycle network provided by shared paths.

#### 8.5.5 SIGNALISED CROSSWALKS

Through the requirement of a signalised rail line crossing for vehicles, provision has been made for a signalised pedestrian crossing at the Pakenham Street and Peter Hughes Drive intersection.



Pedestrian only lane, Granville Island, Vancouver.

#### 8.5.6 PRIMARY PEDESTRIAN PROMENADE WITH SHARED PATH - SECTION

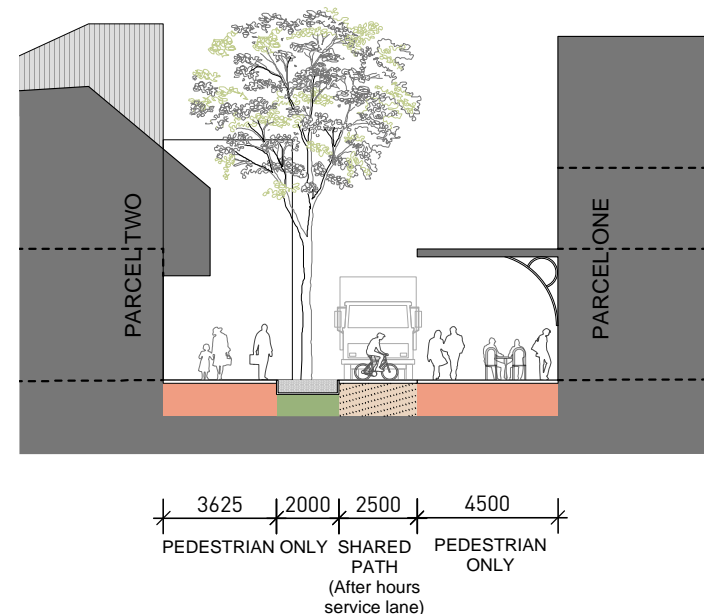
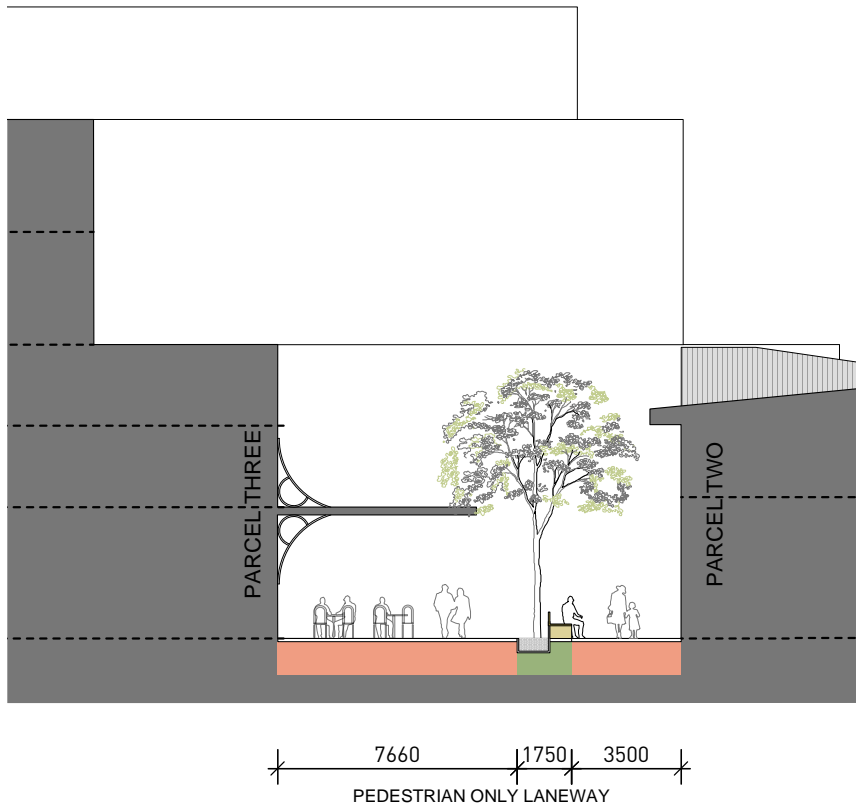


FIGURE 8.4a

## 8.0 COMPONENTS OF THE PLAN

### 8.5 Pedestrian And Cycling

#### 8.5.7 SECONDARY PEDESTRIAN LANE - SECTION



Wide pedestrian lanes enable room for shared paths, alfresco seating and tree planting.

FIGURE 8.4b



## 8.0 COMPONENTS OF THE PLAN

### 8.6 Streetscapes

#### 8.6.1 COMMON VEHICULAR STREETSCAPE CHARACTER

Victoria Quay has extensive bituminised open spaces between large industrial buildings. Streets and parking areas are generally demarcated with kerbs and line markings rather than being confined between buildings. Large bituminised areas were necessary for the functioning of the port, so remain an important identifying characteristic.

The Slip Street precinct at the west end of Victoria Quay has a smaller scale streetscape defined by more closely spaced buildings. This is also a reference point for the new Commercial Precinct streetscapes.

The Commercial Precinct creates typically smaller scale “laneway” streetscapes and these narrow streets reference and foster connectivity between the broader Fremantle City area and the waterfront.

Travel speeds within the Commercial Precinct should be a maximum 40kph and subject to detail design, potentially lower in shared streets and key public realm areas.

#### 8.6.2 PETER HUGHES DRIVE - TYPICAL STREET

Transforming the private and port servicing nature of the existing Peter Hughes Drive to an urban city street is required if it is to act as a gateway entry to Victoria Quay.

Road width is restricted by the PTA boundary fence and Fremantle Ports' operational fencing. Currently, a shared path is provided on the eastern side, but there is no space to incorporate street trees unless they are planted along the boundary of PTA land. The Office of Rail Safety would need to assess and approve the detailed design to ensure all setbacks are addressed. Simple changes to incorporate street trees would improve the visual character of the road and encourage visitors from passenger ships to walk to the city centre via Victoria Quay.



Peter Hughes Drive currently.



Mix of building scales is mediated by tree planting, Granville Island, Vancouver.

#### WEST STREET 8.6.3

#### INDICATIVE DESIGN FOR WEST STREET - SECTION.

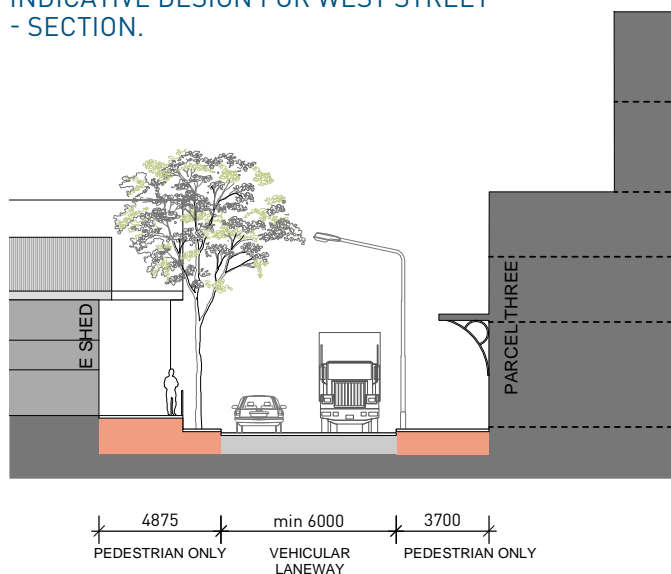


FIGURE 8.6a

## 8.0 COMPONENTS OF THE PLAN

### 8.6 Streetscapes

#### 8.6.4 AVOIDING AN URBAN HEAT ISLAND

The proportion of non-shaded mass within a development during summer can dramatically increase the temperature around the buildings. Incorporating shade trees can be the most effective and financially viable strategy in mitigating the heat island effect and improve outdoor comfort for people. Street trees to be incorporated into the design of roads, carpark areas and pedestrian footpaths where possible.

#### 8.6.5 STREET TREES

Heat and drought tolerant street trees are suggested in the Victoria Quay Waterfront Urban Design Masterplan Style Guide. For street tree planting, select species suitable to road conditions. Smaller, columnar trees suit narrower service lanes and streets.

Consider key view corridors when determining the placement of taller trees.



New street tree planting in Bayview Terrace, Claremont.

#### 8.6.6 EAST STREET

INDICATIVE DESIGN FOR EAST STREET - SECTION.



FIGURE 8.6b

#### 8.6.7 SERVICE LANE

INDICATIVE DESIGN FOR SERVICE LANE - SECTION.



The leafy character of a Granville Island street that also acts as a service lane, Vancouver.

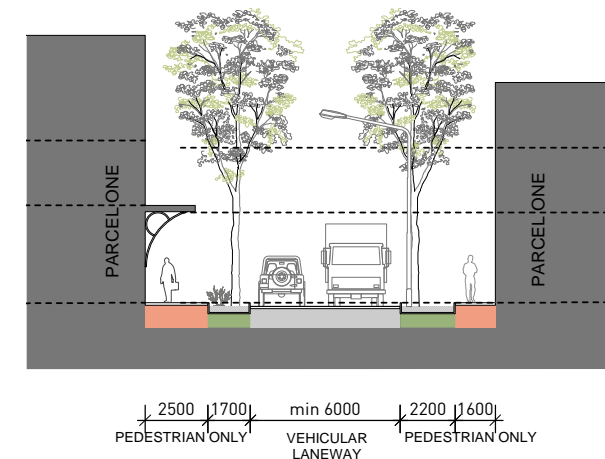


FIGURE 8.6c

## 8.0 COMPONENTS OF THE PLAN

### 8.6 Streetscapes

#### 8.6.8 SHARED STREETS

Wharf Road and a portion of Peter Hughes Drive (between Pakenham Street extension and the primary pedestrian at-grade rail line crossing) will be designed as shared streets. The intention is to slow vehicle speed in primary pedestrian locations. Refer to FIGURE 8.4a for shared street locations and 8.6.9 and 8.6.10 for concept sections.

Shared streets are designed for a range of people with varying abilities.

'Shared spaces' are for shared pedestrian, cyclist and vehicle use.

Benefits:

- Maintains access for public transport, cyclists, disabled people reliant on motorised vehicles who would otherwise be excluded
- Can also reduce the network impacts of closing a link entirely to traffic. The absence of vehicular traffic can lead to streets becoming lifeless places at night, giving rise to personal security issues
- Retains good capacity for vehicles but assists with managing vehicle speeds and encouraging drivers to pay close attention to their surrounds
- Supports retail/commercial activity in a similar manner to a standard street by allowing vehicle access
- Expands the urban public realm without loss of transport utility
- Equality for all users of street space
- Access consultants must be engaged to ensure access to the Commercial Precinct is inclusive to a range of mobilities.
- Lower traffic speeds without the visual clutter of traffic control signage
- Slow-streets support vulnerable modes of movement such as bicycles
- Results in safety through uncertainty of the driver
- Creates a different urban space condition/type not offered in Fremantle
- Improves the visual amenity of the space
- Improves the flow from the perimeter across to the square
- The ability to introduce features such as seating, public art etc. to influence the behaviour of street users and thereby enhance amenity and facilitate place-based activity
- Reinforces the square as a civic space with the road also becoming part of this
- Creates the street as a destination in its own right, a place as well as a movement corridor.

#### 8.6.9 WHARF ROAD SHARED STREET

The area south of C Shed and D Shed is an historic loading/working area which is significant for being directly associated with the function of the cargo sheds and wharf. Its dimensions are broadly indicative of the open area required for functional purposes south of the cargo sheds. Existing remnants of train lines in bitumen are retained where possible or reinstated into new street surfacing where necessary to enrich visitors' understanding of the historical use of these areas within Victoria Quay.

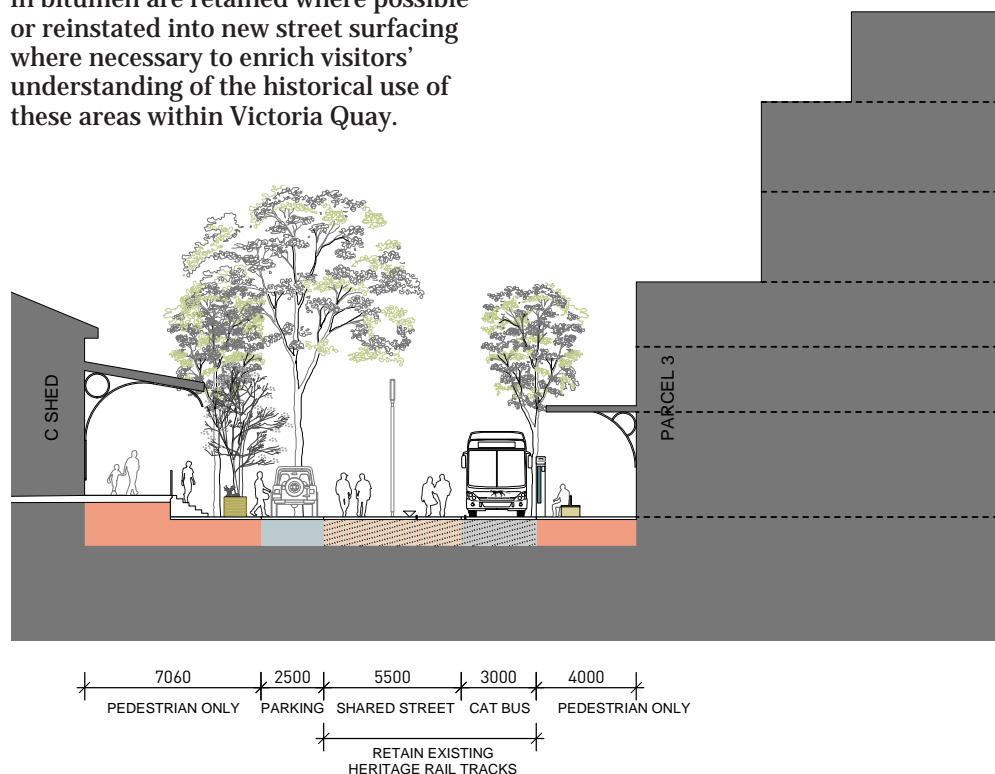


FIGURE 8.6d Secondary pedestrian lane - section.



## 8.0 COMPONENTS OF THE PLAN

### 8.6 Streetscapes

#### 8.6.10 PETER HUGHES DRIVE - SHARED STREET

Pedestrian and cycling connections to and through the Commercial Precinct greatly improve the active transportation experience and connectivity to greater Fremantle. The current popularity of cycling within and to Fremantle will be enhanced and encouraged by the provision of safe travel and efficient bike storage.

Land Parcel 2 has mainly mixed-use streets where cyclists travel at low speed alongside pedestrians and limited numbers of vehicles. Carriageway width has to be sensitive to this, as unnecessarily wider carriageways encourage higher travel speeds. Around the perimeter of the precinct, where streets service higher volumes of cars accessing parking areas, the use of visually and physically articulated crosswalks (for example connecting the precinct to the railway station) calm traffic and give pedestrians and cyclists priority.

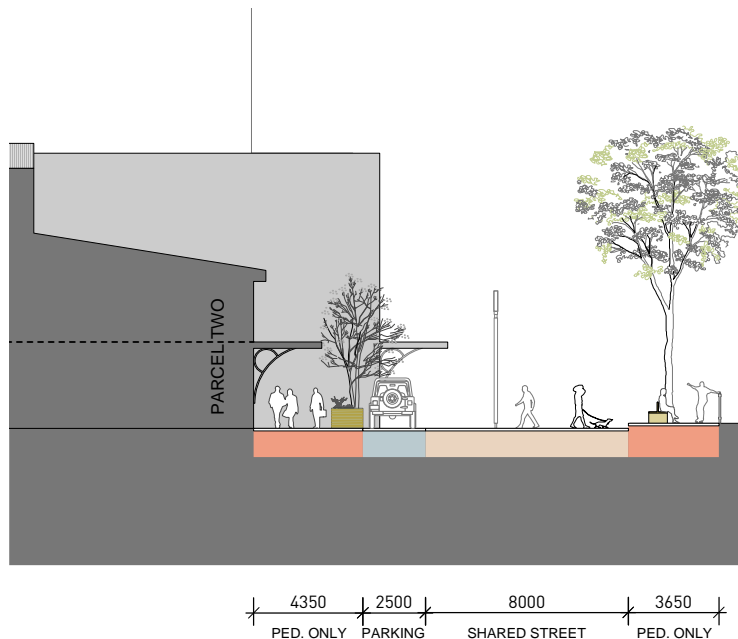


FIGURE 8.6e Secondary pedestrian lane - section.



An example of a high quality shared space in Brighton, UK: traditional vehicle only streets are now shared with pedestrians and cyclists. Landscape Projects and Gehl Architects, 2007.



Typical street acting as a shared street, Granville Island, Vancouver.



Typical street acting as a shared street, Granville Island, Vancouver.

## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

The proposed built form responds to the variety of existing building scales within Victoria Quay and along the adjacent streets.

The Fremantle Ports Administration Building is a landmark for the waterfront and provides an appropriate height reference for office development within the Commercial Precinct. The linear cargo sheds along Victoria Quay provide a horizontal datum with some of the sheds stretching over one hundred metres. These are juxtaposed with the heritage-valued immigration buildings which have more domestic proportions and size.

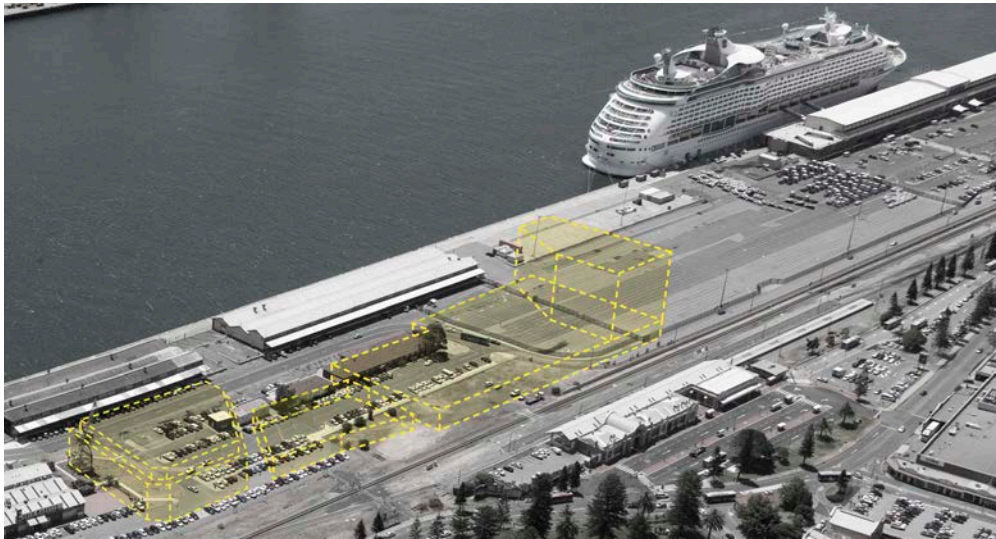
Careful consideration of this built form diversity is evident in the building types proposed for the Commercial Precinct.



View of Fremantle Ports Administration Building from Esplanade Park, Fremantle.



Contrast of current building form and scale within Victoria Quay.



Building envelopes for the Commercial Precinct.



Indicative development within building envelope for the Commercial Precinct.



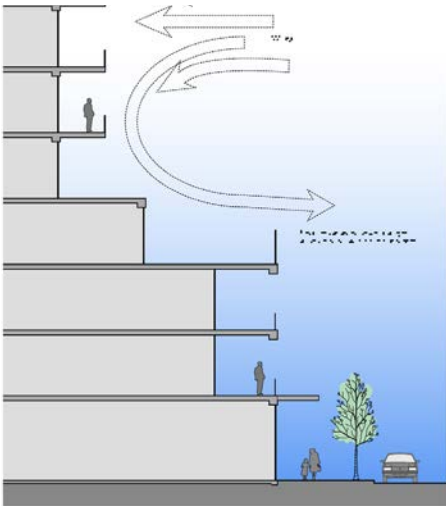
## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

#### 8.7.1 PODIUM/TOWER TYPE 1

Podium building with a tower set back from key view cones. Podium floors are generally at zero setback to form defined street edges.

Responding to the scale of the 1964 Fremantle Ports Administration Building, the tower will be the most prominent building form and a landmark when viewed from key entry points to the City of Fremantle (such as from passenger trains, ships and vehicle approaches). Therefore, the design of the tower must reflect its landmark status through its quality, form and facade articulation.



Tower and podium style buildings - wind deflection advantages.



Fremantle Ports Administration Building, Victoria Quay.

#### 8.7.2 SHED TYPE 2

The shed type responds to the cargo shed typology and is generally two storey buildings with an additional level within the roof space. This type is located within the retail, community and heritage heart of the Commercial Precinct (see page 29, 4.6 Planning Context, Existing Conditions Victoria Quay Vernacular in this report).



Slipways Precinct, Victoria Quay, Fremantle.



Granville Island Markets, dusk view, Vancouver.



Granville Island, Vancouver.

## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

#### BUILT FORM PLAN

- Existing buildings within Commercial Precinct
- 2-3 storeys
- 5-6 storeys
- 11-12 storeys
- Key corner elements
- Awnings
- T1 Podium/tower building type
- T2 Shed building type
- T3 Street edge type
- Commercial Precinct boundary

- A** 3 storey podiums must ensure minimal visual interruption of the Railway Station facade. Refer to 4.6.16 Key views to the Port and Fremantle Railway Station from the City and FIGURE 8.2a for location of key views.

Habitable podium roofs must ensure any balustrade viewed from the street is visually permeable or setback adequately so as not be viewed from the city's key view corridors.

- B** Pitch roofs are strongly encouraged with habitable areas within roof space.
- C** Lift overrun, non-habitable services and roof design features may extend past maximum number of storeys.
- \*** Prescribed storeys may be exceeded subject to satisfaction of 8.10 Additional Performance Criteria and Fremantle Ports Design Advisory Panel.

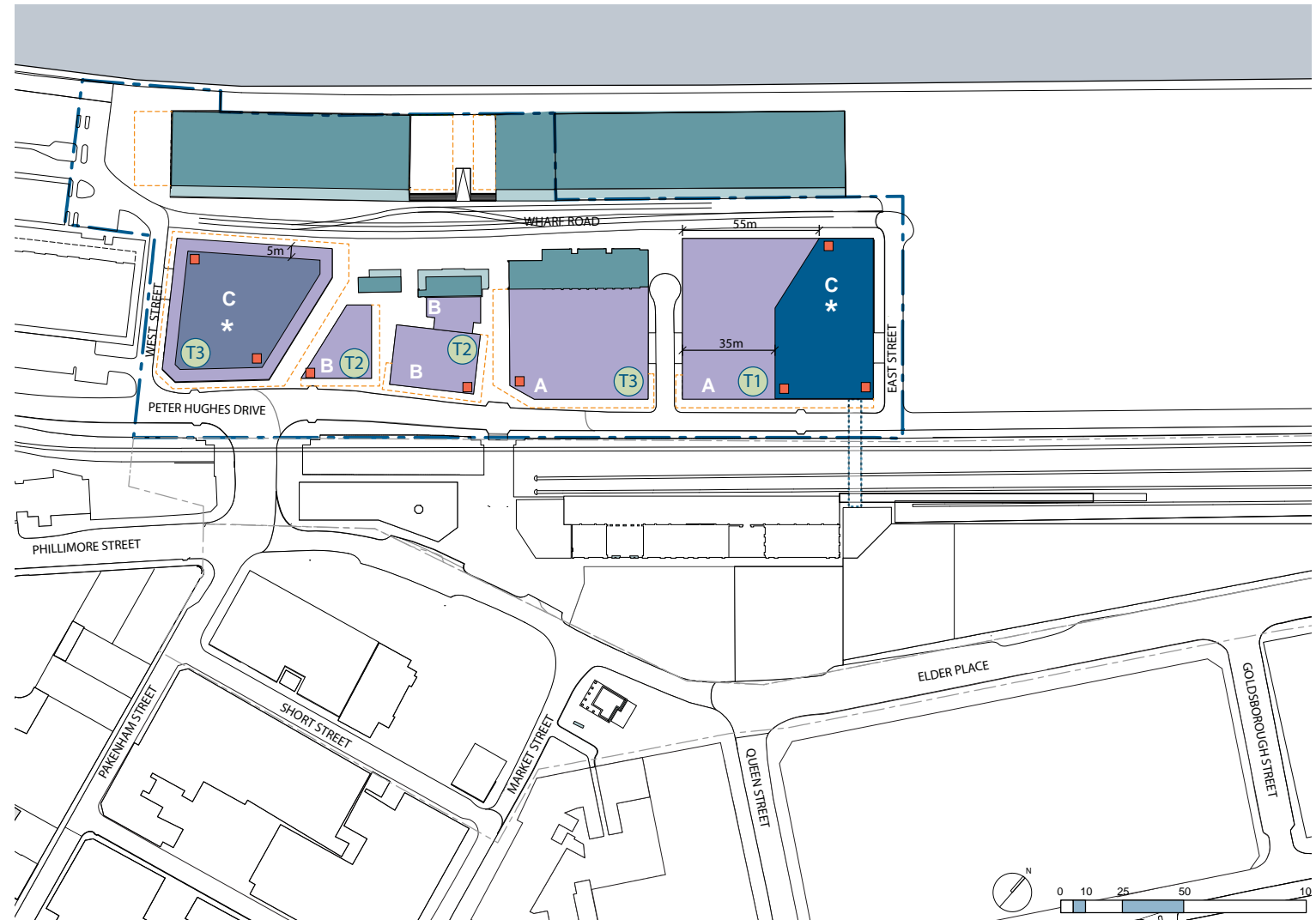


FIGURE 8.7a

## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

#### 8.7.3 STREET-EDGE TYPE 3

Medium size building envelopes are provided within this type from 2-6 storeys. The challenge for this type is to develop a character that responds to the sheds whilst maintaining the form and scale of a west end building.



Street-edge buildings, Pakenham Street, Fremantle.

#### 8.7.4 EXISTING BUILDINGS C AND D SHEDS

Insertions of new elements into existing buildings, and refurbishment of the shed's fabric subject to State Heritage Office and WAPC approval. Mezzanines are possible within double-height existing space.



The restored B Shed is a good example of the standard required for C and D Sheds, Victoria Quay Fremantle.



Challenger Institute of Technology.



Foss Waterway Seaport, Olsen Kundig Architects, Washington.



Hobart waterfront with street-edge type building.



Mix of building types, Hobart waterfront.

#### IMMIGRATION COMPLEX: OLD POLICE STATION (FORMER IMMIGRATION OFFICE), WAITING ROOM, AMENITIES BUILDING

The domestic scale of these buildings is difficult to convert into a viable use. It will require clever design solutions to enable a new use and meet heritage requirements.



WHS building is a good example of heritage integration required for the Immigration buildings, Victoria Quay.



Women's Health Services (WHS) building, Northbridge.



## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

#### 8.7.5 BUILDING HEIGHT

A variety of building heights are proposed across the Commercial Precinct. The tallest building within the precinct is proposed for the eastern end of the precinct. The building's envelope has been developed to protect view corridors to the port from the city (see FIGURE 8.2a Urban Structure Plan).

Centrally within the precinct, at the heart of where most of the street level activity will occur, the lowest scaled buildings are proposed. These envelopes have been developed as a response to the adjacent existing heritage buildings.

- Refer to FIGURE 8.7a for building heights.

#### 8.7.6 BUILDING SETBACKS

Setbacks establish the building line in relation to the front of a lot or street edge. For the Commercial Precinct, setbacks to upper levels also influence building envelopes.

They are intended to:

- Contribute to the public domain by enhancing streetscape character and the continuity of street facades
- Minimise the sense of bulk to the pedestrian within the Commercial Precinct
- Minimise the impact of developments on key views
- Refer FIGURE 8.7a for building setbacks.

#### 8.7.7 BUILDING CORNERS

Corner buildings have the potential to become urban landmarks, creating a sense of place whilst being useful markers for navigation. They should describe building uses through their architectural language:

- Buildings at corners must address both street frontages
- Due to the importance of corners in terms of creating the character of the streetscape, corners must be given strong architectural expression at street level
- Refer to FIGURE 8.7a for key corner location.

#### 8.7.8 AWNINGS

Awnings play an important role in creating a pleasant street environment. With Perth's summer climate, awnings on buildings provide welcome relief from the heat and direct sunlight. They also provide shelter from unexpected rain showers. Awnings provide a detailed element at the street level, reducing the scale of taller, bulkier buildings.

- Awnings to be a minimum clearance height of 2.75m, a minimum 2.1m width and may extend into road reserve areas over footpaths and pedestrian lanes.
- Awnings should be in-line with the architectural intent of the building to which they belong.
- Awnings must provide adequate protection for pedestrians from sun and rain.
- Awnings may reference, but not replicate, the canopies attached to the transit sheds.
- Refer FIGURE 8.7a for awning locations.

#### 8.7.9 FACADES

The architectural quality of building facades has the ability to contribute to the street character and enhance the public domain. Rather than monolithic, continuous facades, developments should break down building bulk into smaller elements, establishing a rhythm and providing an interplay of light and dark.

Innovative and imaginative developments appropriate to the specific location of Victoria Quay are encouraged.

- Street and public realm facing facades to be well articulated with generous-sized openings.
- Facades to be composed with an appropriate scale and proportion that respond to the buildings' use. Buildings should be easily 'read' by a pedestrian or observer as to their function and purpose.
- Facades at street level are to address the pedestrian by way of scale.
- Material and colour composition and palette to be restrained and considerate of Victoria Quay, avoiding the appearance of buildings being too 'busy.'

#### 8.7.10 ACTIVE FRONTAGES

Buildings must have active edges (retail, dining and entertainment tenancies) to key frontages.

- Refer to FIGURE 8.3a for primary and secondary retail/dining and entertainment locations.



Mix of heights and types, Granville Island, Vancouver.



Awning over the length of the building, Granville Island, Vancouver.

## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

#### 8.7.11 MATERIALS AND ARCHITECTURAL QUALITY

The distinctive materials and design features that have stood the test of time for the existing buildings within Victoria Quay will inform new development. These include A,B,C, and D Sheds from 1910s and 1920s, the Fremantle Ports Administration Building (1964) and the Western Australian Maritime Museum (2002).

Refer to 4.2 *Planning Context* for more detail.

The Victoria Quay Urban Design Style Guide (2010) identifies a colour palette evident in the Quay's existing buildings and objects found across the site. New development should be informed by these existing materials and colours.

- Development must respond to the utilitarian and robust nature of the existing buildings. Fussy, extravagant “over design” to be avoided.
- Due to the exposure to salt spray, the selection of suitable robust materials will ensure longevity and minimise building maintenance.



The newer building has employed partial use of materials similar to the existing sheds while also introducing new materials, Granville Island, Vancouver.



Existing electrical substation brick pattern, Victoria Quay.



Interior of Women's Health Services building, Northbridge.

#### 8.7.12 BUILDING ENTRANCES

Building entrances provide a public presence and interface between the public street and the internal domain, thereby supporting the identity of buildings as well as providing access. They also need to contribute positively to the streetscape and building facade design.

- Well designed entrances help connect upper level development to the street.
- Pedestrian and vehicle entry points to buildings must be separate and defined.
- Refer to FIGURE. 8.9a for vehicle entry locations.

A variety of activity is associated with entries including deliveries and visitor access. In addition to commercial office foyers there are car park entries and other service entries (e.g. for rubbish collection). The primary and secondary roles of different entries should be clearly identifiable.

**Building entrances should improve the presentation of the development to the street by:**

- Designing the entry as a clearly identifiable element of the building in the street
- Grouping multiple entries: office foyer entries plus retail, food and beverage entries where it is desirable to activate the street edge or reinforce a series of entries along a street
- A clear physical and visual connection between street and entry.



Clearly identifiable entrance, Granville Island, Vancouver.



Shipping container re-use, Granville Island, Vancouver.



Existing heritage building used as a focal point for the main entrance, WHS, Northbridge.



## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

#### 8.7.13 EFFECTIVE USE OF FRAMED CONSTRUCTION AND REVERSE BRICK VENEER

Framed buildings can provide cost effective and flexible design alternatives to traditional cavity brickwork and respond to the existing transit cargo sheds' construction. Reverse brick veneer (RBV) has been demonstrated to out-perform cavity brick and is ideal for the Perth climate. RBV buildings locate the brickwork skin (the larger mass) on the interior and the lightweight material outside with good insulation between. The cladding material and insulation protect the brickwork from changes in temperature (thermal lag) resulting in a stable, cool internal environment.

- Consider reverse brick veneer and framed construction for lower height buildings.



Composite building with reverse brick veneer for the west facing facade, Cottesloe.

#### 8.7.14 FLOOR LEVELS VS. STREET LEVEL

Setting controls for floor level heights facilitates the control of both the usability and flexibility of spaces within a building, as well as the consistency of level changes expressed in the facades of multiple buildings across the site.

- The floor to footpath relationship must be flush/level to allow direct access to the street. Proponent must ensure Universal Access Requirements are met. All ground floor developments, floor to floor measurements must be a minimum of 4.2m
- Balustrades to any areas of raised ground level must be at least 60% visually permeable.



Improving access to existing buildings must also be considered.

#### 8.7.15 HEATING AND COOLING

Perth buildings require both winter heating solutions and effective summer cooling strategies. Average winter temperature ranges of 15-18 degrees Celsius daytime maximum with 6-9 degree Celsius minimum overnight mean that there are more days when energy is required to heat buildings than days when air conditioning is required to cool.

- Design for the most efficient operation of mechanical ventilation.

#### 8.7.16 PLAN CONFIGURATIONS FOR CROSS-VENTILATION

Buildings that 'breathe' by enabling higher exchanges of fresh air are ultimately healthier.

#### 8.7.17 PASSIVE COOLING

Victoria Quay's waterside location provides opportunities to use the cool afternoon southwesterly sea breeze (regular during summer) to purge heat build-up overnight. Designs that maximise this opportunity are encouraged.

#### 8.7.18 BUILDING SERVICES: MECHANICAL VENTILATION AND PLANT

- Loading and service areas, storage areas and ancillary equipment such as air conditioning, mechanical plant, fire booster cabinets and service infrastructure will be appropriately screened from public view in a way that does not undermine the amenity of the area or quality of the development
- These areas will be integrated into the overall form of the development
- Rooftop mechanical equipment on lower and mid-levels will be integrated into roof design, noting that roofs may be visible from higher buildings
- New buildings should be serviced with the most effective and efficient infrastructure to ensure adaptability.



Mechanical equipment discretely located, Granville Island, Vancouver.

## 8.0 COMPONENTS OF THE PLAN

### 8.7 Built Form Design

#### 8.7.19 BUILDING SERVICES: WASTE

The minimisation and management of waste from commercial developments can contribute to the visual and physical amenity of the building, as well as limiting potentially harmful impacts on the environment. Minimising waste is relevant to all stages of the building's life cycle, from construction to demolition.

- Encourage waste minimisation, including source separation, reuse and recycling
- Rubbish collection and service zones must be located on secondary (or service) streets only, refer to FIGURE. 8.9a for servicing zones.
- Rubbish storage areas must be completely screened from the street.

#### 8.7.20 BUILDING SIGNAGE

- Refer to The Victoria Quay Signage Guidelines (Turner Design, 2010) for the preparation of graphic elements, including building signage.

Prior to installation, all signage within the Commercial Precinct must be approved by Fremantle Ports.

#### 8.7.21 ENVIRONMENTAL PERFORMANCE

Development over 8 storeys must indicate methods for providing protection from wind down drafts for pedestrians in public and private spaces.

#### 8.7.22 ENVIRONMENTAL DESIGN

Incorporate energy efficient design principles and construction materials in the design of buildings and spaces. Achievement of 4 Green Star from Green Building Council Australia or equivalent.

#### 8.7.23 WATER CONSERVATION AND ON-SITE RECYCLING OPPORTUNITIES

Collection and on-site storage of storm water for use for irrigation or greywater systems is encouraged.

#### 8.7.24 BICYCLE FACILITIES

End of trip facilities must be provided to commercial tenancies. Showers: 1 per 10 bike bays. Lockers: 1 per 2 bike bays.

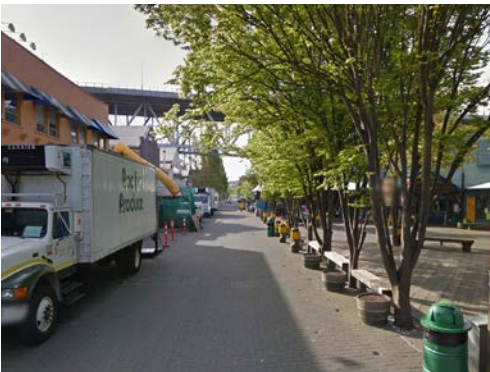
Bicycle parking must be provided as specified in the City's Local Planning Scheme No. 4 (LPS 4).

#### 8.7.25 PRIVATELY MANAGED PUBLIC FACILITY

Provision for a public toilet facility accessible within business hours of 8am-5pm must be incorporated close to the primary public space.

#### 8.7.26 UPPER LEVEL OUTDOOR SPACE

- For development that includes office activities, each upper level office tenancy is to have at least one balcony
- Larger 'outdoor rooms' and upper level terraces or green roofs are strongly encouraged
- Public access to roof terraces is encouraged.



Limited servicing to occur outside peak hours, Granville Island, Vancouver.



Billboard style signage, Granville Island, Vancouver.



Discrete signage, Granville Island, Vancouver.



Public access to upper level outdoor space, Granville Island, Vancouver.



## 8.0 COMPONENTS OF THE PLAN

### 8.8 Heritage Value Protection

#### 8.8.1 LEVELS OF SIGNIFICANCE

The approach to the treatment of the spaces and buildings will be guided by their relative significance. The significance of the elements in and adjoining the precinct are listed below.

##### PRIMARY SIGNIFICANCE

- Open spaces and circulation, including remaining train tracks
- C Shed
- Area between C and D Sheds
- Old Police Station (former Migrant Immigration Office)
- Waiting Room



Railway tracks between C Shed and the Old Police Station, Victoria Quay.



C Shed, Victoria Quay.



Old Police Station, Victoria Quay.



Waiting Room, Victoria Quay.

##### SECONDARY

- E Shed
- C Y O'Connor Centre (former Waterside Workers' Amenities Building)
- Toilet
- Luffing crane



C Y O'Connor Centre, Victoria Quay.



Toilet, Victoria Quay.

##### LITTLE OR NO SIGNIFICANCE

- Electrical Substation

##### NOT RANKED

D Shed was not ranked as it was excluded from the study area, but should be considered significant.



Electrical Substation, Victoria Quay.



D Shed, Victoria Quay.

## 8.0 COMPONENTS OF THE PLAN

### 8.8 Heritage Value Protection

#### 8.8.2 BACKGROUND

All of the development sites have heritage values at varying levels. Heritage significance does not preclude development, but rather means that aspects of development will be guided by the significance of the place in which development is proposed.

#### 8.8.3 PURPOSE

The guidelines are a first stop point to highlight sensitivities and are not intended to replace the conservation plans for each of the most significant places. The conservation plans must be consulted and in the absence of conservation plans, the starting point will be the statement of significance in the relevant heritage assessment.

#### 8.8.4 PROCESS

In relation to planning change at heritage places, early engagement with heritage professionals is strongly encouraged. Architects with heritage experience are well placed to assist in the initial processes and may be placed to undertake full architectural commission.

An industrial archaeologist is to be consulted regarding the potential for impact to the archaeological evidence at Victoria Quay and Fremantle Railway Station. This will provide further advice for an appropriate strategy for management, findings should be implemented prior to any development.

Although a development application is required to formalise heritage approvals, early engagement with the State Heritage Office is encouraged where places are included on the State Register. Any development proposals affecting places of heritage significance will be submitted to the State Heritage Office for comment via the WAPC approval process.

#### 8.8.5 SIGNIFICANCE GUIDANCE

*This section is not a substitute for reading the conservation plan, but provides preliminary guidance and development control principles.*

#### 8.8.6 PRIMARY SIGNIFICANCE

- The spaces and elements of primary significance should be conserved insitu and may be adapted for alternative use providing the heritage values identified are retained
- Proposed changes should ensure that the design intent of the space or place remains legible
- Small structural changes are permissible and should be carefully done in a contemporary manner
- Additions and integration with other built elements may also be possible, providing the integrity of the place is retained
- New buildings in the precinct should be responsive to the linear planning nature of the wharf, transit sheds and other buildings aligned with the railway paths
- New structures should be of a

contemporary design to a high standard and have a high degree of visual compatibility

- Where conditions do not allow retention and conservation of an element, a high standard interpretive outcome may be acceptable
- New structures should be arranged to protect key views from the city to harbour so that the visual connection of city to port can be retained
- Linear views through the precinct should be retained and enhanced.

#### 8.8.7 NOT RANKED

D Shed was not ranked as it was excluded from the study area, but should be considered significant.

#### 8.8.8 SECONDARY SIGNIFICANCE

The external spaces and elements may be adapted for alternative use providing the heritage values identified are retained.

- Proposed changes may intervene to a higher level than in places in the primary significance class
- Partial removal may be possible and the treatment of the remaining fabric should ensure that the design intent of the space or place remains legible
- Structural changes are permissible and should be carefully done in a contemporary manner
- Additions and integration with other built elements will most likely be possible, providing the integrity of the

place is retained

- The toilet may be removed if necessary, or relocated.

#### 8.8.9 LITTLE OR NO SIGNIFICANCE

Electrical Substation.

The spaces and elements of little or no significance may be considered for removal. Archival records have already been made of them.



## 8.0 COMPONENTS OF THE PLAN

### 8.8 Heritage Value Protection

#### CONDITION OF HERITAGE BUILDINGS

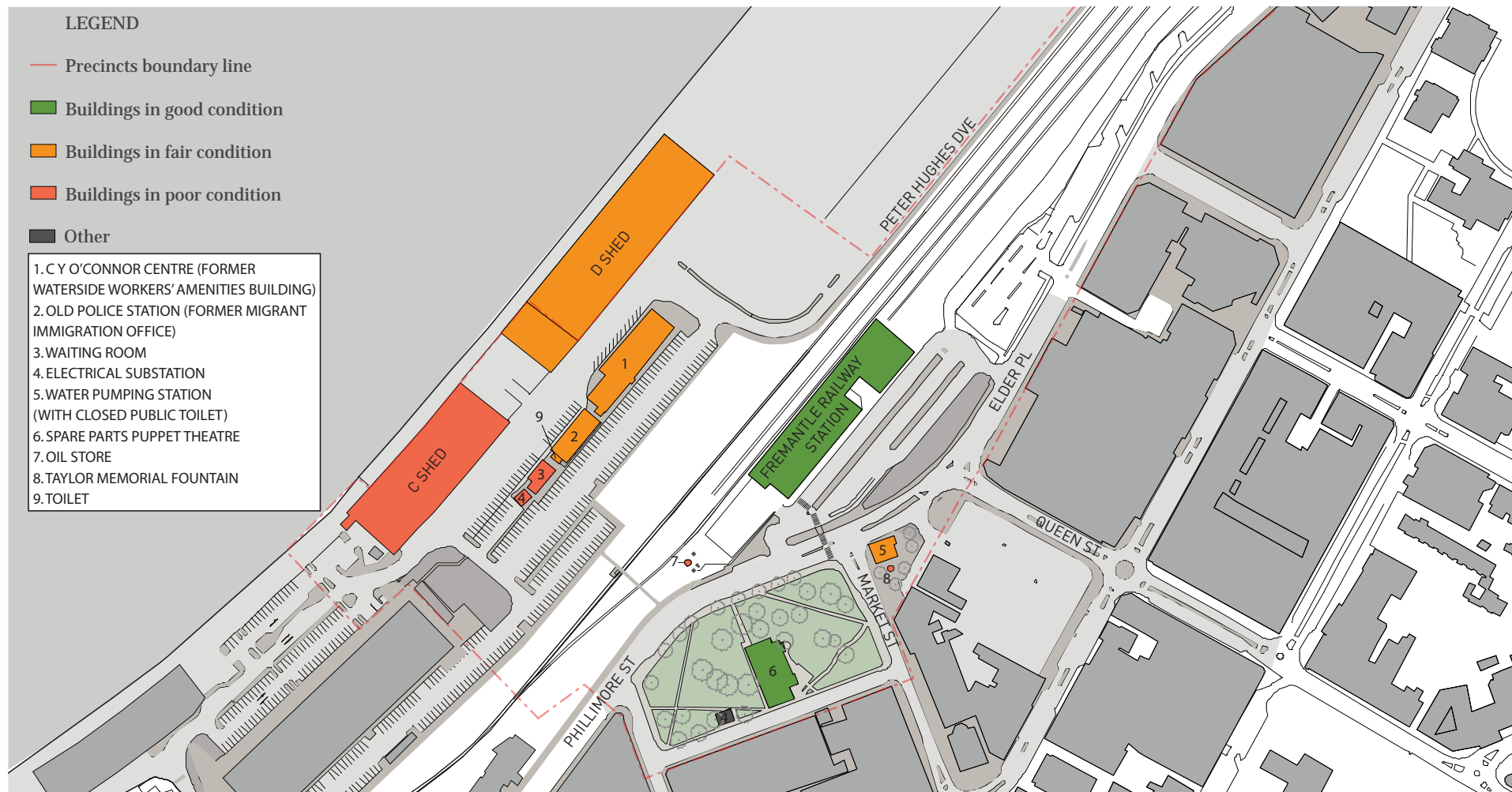


FIGURE 8.8a Heritage Conditions

## 8.0 COMPONENTS OF THE PLAN

### 8.8 Heritage Value Protection

#### 8.8.10 FURTHER HERITAGE STATUS CLARIFICATION UNDERTAKEN

Two separate conservation plans (works by Ron Bodycoat 2005 and Lovell Chen 2008) have previously been prepared. Both conservation plans were sent to the Heritage Council of WA and both works confirm that the C Y O' Connor Building has a 'secondary heritage significance/ value' (Lovell Chen 2008) or 'some' significance with a recommended use "Reserve the site for possible demolition and appropriate redevelopment" (Ron Bodycoat 2005).

The Amenities Building, also referred as the C Y O'Connor Building, was identified as requiring further heritage review of its significance during the Precinct Planning process.

Fremantle Ports requested the State Heritage Office in 2012 to review the building to gain further clarification on its status of significance.



C Y O'Connor Centre, Victoria Quay.

The State Heritage Office responded with a recommendation to defer the review until a development proposal is received. The reason given was to ensure that this building is assessed in conjunction with the other buildings of primary and secondary significance and the development proposed at the time.

The State Heritage Office confirmed that the cultural significance of the Amenities Building is an important element in the Port's history and development and was part of a national response to industrial relations on Australia's waterfront during the Second World War.



C Y O'Connor Centre, Victoria Quay.

#### 8.8.11 DEMOLITION REQUIRED

The electrical substation adjacent to the Waiting Room to be demolished. Refer to Figure 8.8a for location.



Electrical substation, Victoria Quay.



The electrical substation is in poor condition but has an interesting brick layout design.

#### 8.8.12 RAILWAY TRACKS RETENTION

The railway tracks are part of the heritage curtilage surrounding the collection of buildings identified as the immigration buildings and are of primary significance.

It is strongly encouraged to retain the railway tracks insitu, with existing asphalt wherever possible. Where conditions do not allow retention and conservation of an element, a high standard interpretive outcome may be acceptable. For example resolving pedestrian access and site drainage issues and their impact on the existing rail tracks.



Jellicoe Wharf, Auckland, with railway tracks integrated within the public realm.

## 8.0 COMPONENTS OF THE PLAN

### 8.9 Access and Parking

#### ACCESS PLAN

- Drop off/pick up
- Taxi zone
- Universal parking
- CAT bus stop
- Short term parking
- Long term parking
- Limited service access/ loading zones (from 10pm-6am) all hours security access
- Ground floor indicative parking/service/loading zones
- Potential upper level decked public parking
- No parking
- Indicative primary vehicular entry location
- Existing buildings within the Commercial Precinct
- Commercial Precinct boundary

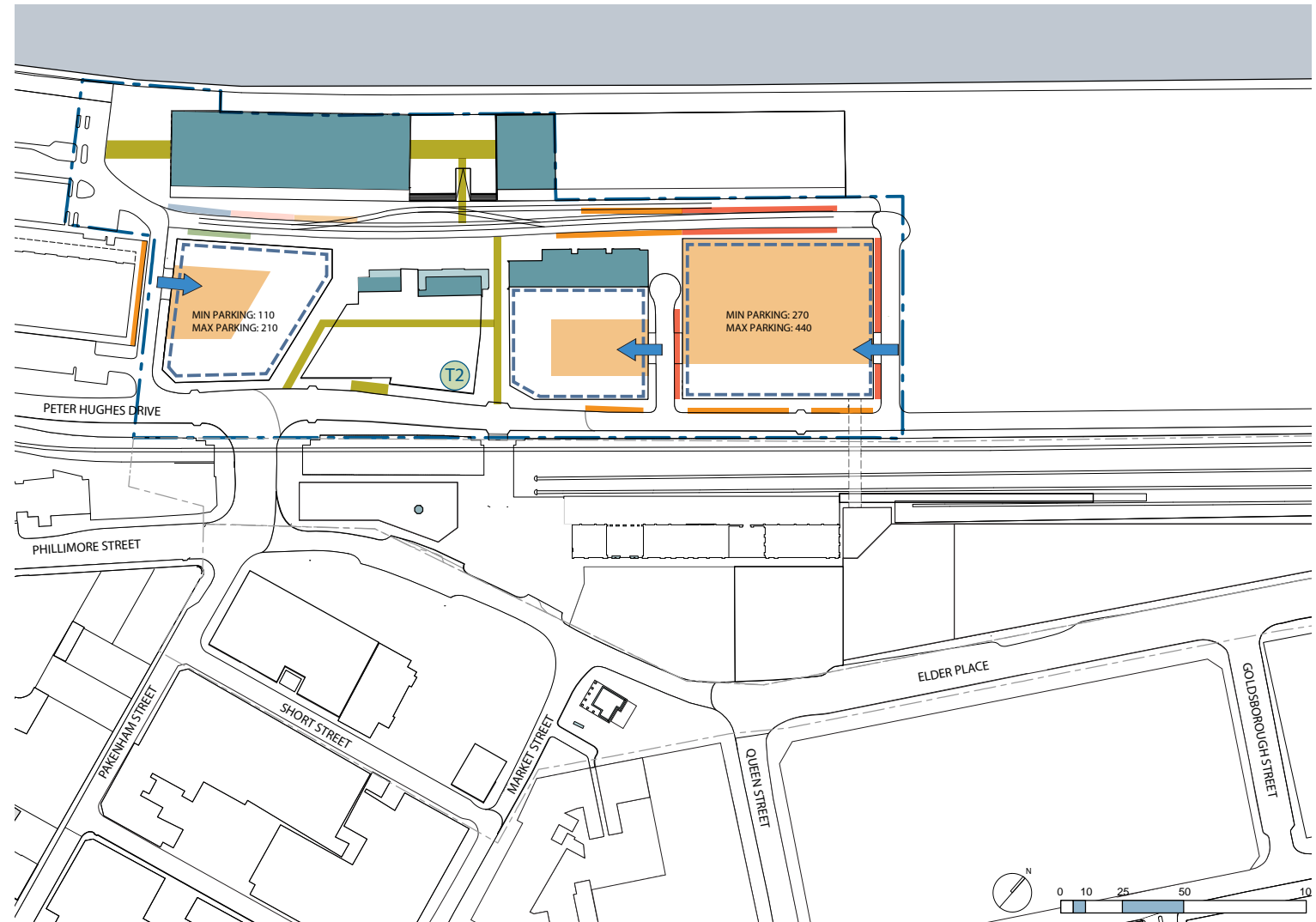


FIGURE 8.9a Access and Parking Locations



## 8.0 COMPONENTS OF THE PLAN

### 8.9 Access and Parking

#### 8.9.1 CAR PARKING CALCULATIONS

• In determining the amount of parking for any new development, the standards-based parking requirements for different land uses are specified in the City's Local Planning Scheme No. 4 (LPS 4). LPS 4 currently takes precedence in terms of defining parking requirements (Clause 5.7.2). Subsequent clauses address opportunities for:

- Relaxation of parking requirements based on variables including access to public transport
- Availability of accessible on-street parking, shared use opportunities and credits that may be associated with existing land uses where these are being replaced by new development (Clause 5.7.3)
- Cash in lieu payments for further reductions in parking supply agreed with Council (Clause 5.7.4)
- Transit Oriented Development.

The Department of Planning is developing a new State Planning Policy, which will cap parking provision within activity centres.

All of these variables apply to the Precinct and parking supply for individual developments should be capped accordingly. Oversupply of parking relative to actual needs must be avoided.

#### 8.9.2 CAR PARKING

Access routes and short term parking for service vehicles and visitor drop-off to be accommodated within the Commercial Precinct. During off-peak (inactive) periods, urban squares can serve as attractive vehicle parking areas. An example is the Plateia Hellas in Northbridge which is a versatile space allowing vehicle movement and parking as well as community activities such as performances and small festivals.

- Decked car parking must be located discreetly within the building and if fronting the public realm must be screened.

#### 8.9.3 DISCRETE VEHICLE ENTRIES

Vehicle entries to all buildings must be designed to minimise the view from primary streets and located on service lanes or secondary streets.

- Refer to FIGURE 8.9a for entry locations.

#### 8.9.4 DECKED PARKING AND ADAPTABILITY

- To maximise future flexibility, a proportion of decked parking should be designed to enable conversion to commercial use. As a guide, use 3.6m floor to floor height and avoid or minimise sloping floor plates.
- In Section 8.10, Additional Performance Criteria include Vehicle Management and Design Adaptability. Floor areas and building height control may be relaxed where the above provision is incorporated into the design. Refer to Fig 8.10a.



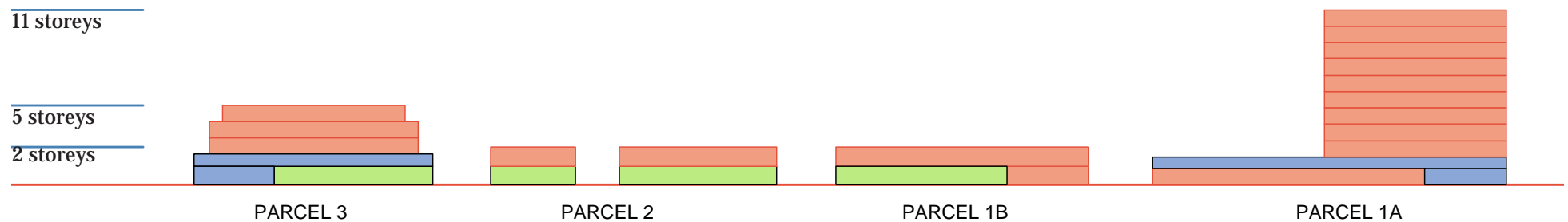
Decked car parking public art work screen, Melbourne.



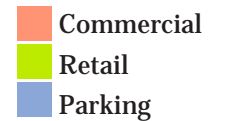
## 8.0 COMPONENTS OF THE PLAN

### 8.9 Access and Parking

#### 8.9.5 PREFERRED COVERED CARPARKING LOCATIONS



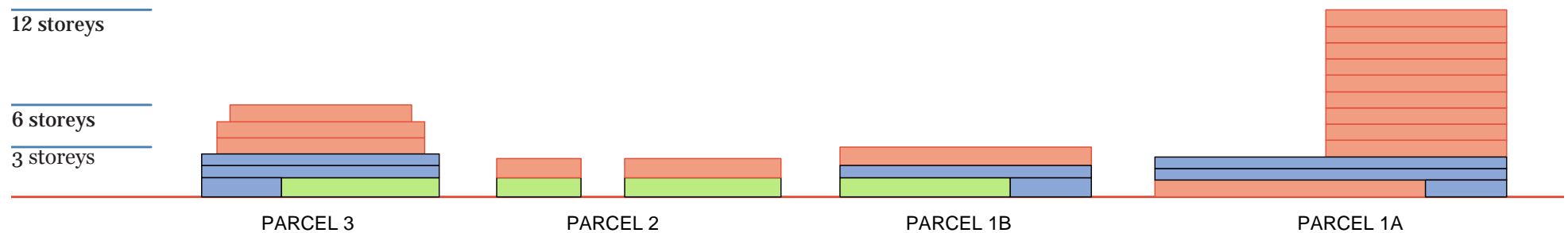
- Approximate number of car parking bays is 380.
- If alternative car parking requirements are satisfied in another location, car parking capacity may be reduced
- Reduction in car parking may be permitted through addressing additional performance criteria as listed under section 8.10.
- Reduction in height and built form, if possible, should be applied in Parcel 3.



## 8.0 COMPONENTS OF THE PLAN

### 8.9 Access and Parking

#### 8.9.6 ADDITIONAL COVERED CAR PARKING LOCATIONS



Additional car parking may be provided if the Additional Performance Criteria is addressed. Refer to 8.10 Additional Performance Criteria for detail.

- Approximate maximum number of car parking bays is 650.
- Additional car parking is permitted in an additional storey within Parcel 1A/B and Parcel 3.
- Preference for additional parking to be provided in Parcel 1A.
- Refer to 6.5 Site Concept Sections - Section DD, 6.7 Building Concept Sections - Section GG and 4.6 Existing Conditions - Key Views to the Port and Fremantle Station from the City Centre to ensure eventual podium heights allow for a clear sky view above the Fremantle Station.

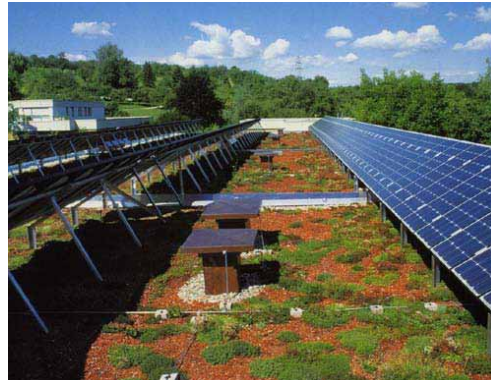
Commercial  
Retail  
Parking

## 8.0 COMPONENTS OF THE PLAN

### 8.10 Additional Performance Criteria



The use of robust, high quality materials, Maritime Museum, Victoria Quay.



Green roof with solar panels, primary and secondary school, Unterensingen, Germany.



Green House restaurant, Perth.



Rotterdam Library, public roof garden.

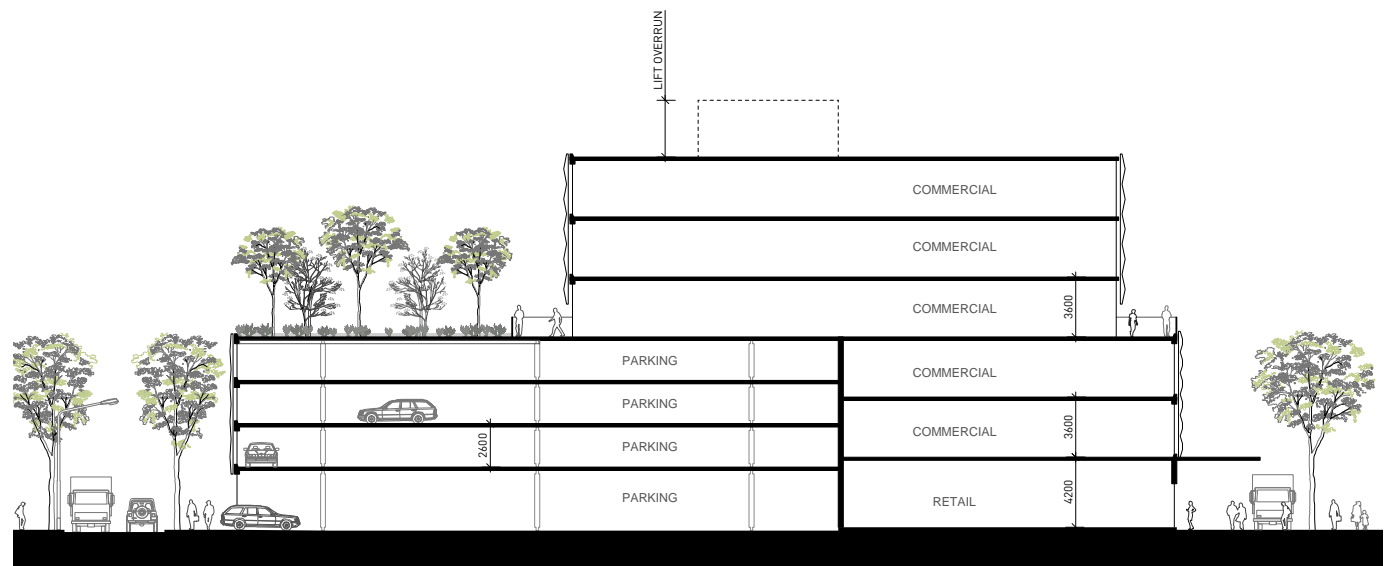


FIGURE 8.10a Decked parking sleeved by commercial use.

## 8.0 COMPONENTS OF THE PLAN

### 8.10 Additional Performance Criteria

The criteria adjacent is designed to generate sustainable, community benefit from development beyond that achieved through meeting Components of the Plan 8.1 - 8.9.

Floor area yield, car parking and building height control may be relaxed and additional development permitted in Parcels 1 and 3, maximum storeys are indicated in FIGURE 8.7a. The built-form benefits are to be assessed against the criteria in Table 1. These need to be addressed in a design statement to clearly demonstrate that the proposal meets the overall objectives and principles of the Precinct Plan (Part 5: Vision and Guiding Principles) and the overall application of the Design Guidelines.

| TABLE 1<br>ADDITIONAL PERFORMANCE CRITERIA |  |
|--|--|
| DESIGN QUALITY                             | The proposal is deemed to be of a high architectural standard by the Fremantle Ports Design Advisory Panel.  |
| PEDESTRIAN COMFORT AND AMENITY             | Provision of shade and shelter amenity to primary pedestrian areas not directly associated with a building.  |
| ENVIRONMENT                                | <p>Achievement of 5 Green Star from Green Building Council Australia or equivalent.</p> <p>The proposal incorporates design measures described in Fremantle Ports sustainable design policies.</p> <p>Provision for natural lighting (to limit the need for daytime artificial lighting) proponents will follow criteria in the Green Building Council of Australia star rating system (IEQ-4-Daylight).</p> <p>Vertical green walls, green roofs and other innovations are encouraged to avoid urban heat islands by greening the building fabric itself.</p> |
| HERITAGE                                   | Apply secondary significance development control principles to heritage buildings/curtilage not currently assessed as having this level of significance.   |
| COMMUNITY BENEFIT                          | <p>Demonstrate provision of greater view corridors.</p> <p>Provide community, communal and/or meeting facilities.</p> <p>Provide for a publicly accessible roof top garden.</p> <p>Demonstrate improved public transport access.</p>   |
| PARKING ADAPTABILITY                       | <p>In primary pedestrian areas, provide sleeved car parks with commercial use.</p> <p>Sleeve car parks with commercial use to demonstrate future car parking adaptability or provision.</p>  |
| CONTEXT                                    | Podium/Tower 1 must reflect and preserve the landmark status of the 1964 Fremantle Ports Administration Building as the landmark building of Victoria Quay/waterfront by responding to it's height and scale in design.  |



# 9.0

## Development Framework

## 9.0 DEVELOPMENT FRAMEWORK

### 9.1 Overview

The Commercial Precinct is within a prime waterfront location and is sited to maximise pedestrian and visual integration with the city centre.

The Commercial Precinct Plan requires multiple buildings with multiple heights and types to encourage a range of uses, although keeping in mind the precinct's commercial vision and imperatives.

Existing heritage buildings within the precinct introduce further design complexity but also offer the opportunity to provide a unique character to the development.

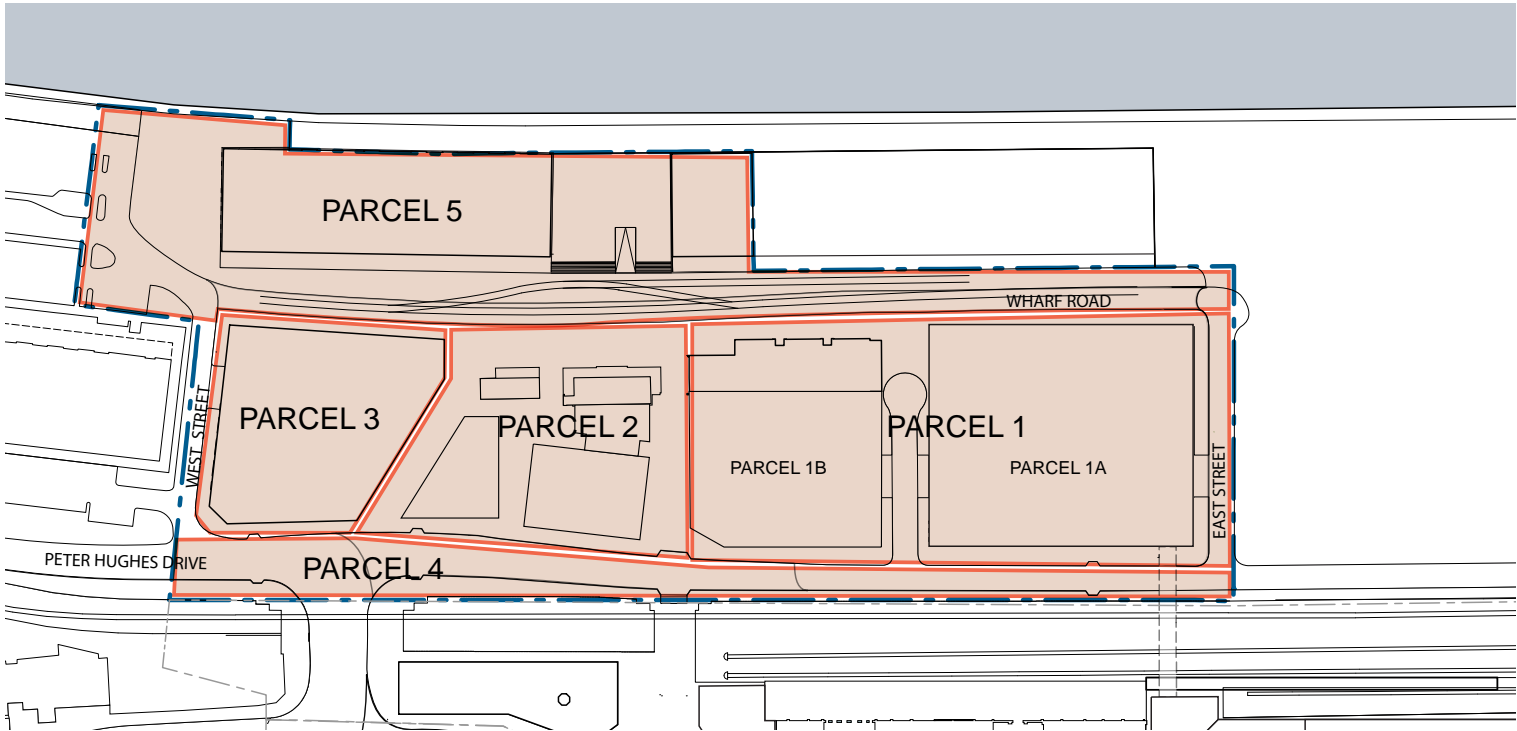
Key infrastructure projects that affect all precinct plans, such as a new at-grade pedestrian link across the rail tracks (Station Precinct), Pakenham Road extension and the relocation of the bus interchange will need to be coordinated jointly to enable effective integration between plans and adjacent areas.

The following section describes the recommended approach to the development of the Victoria Quay Commercial Precinct with respect to the parcel breakdown and development parameters.

9.0 DEVELOPMENT FRAMEWORK

9.2 Parcel Plan

9.2.1 PARCEL PLAN



LAND AREA SUMMARY

|                        |                           |
|------------------------|---------------------------|
| <b>Total Land Area</b> | <b>3.75 ha (37,470m2)</b> |
| Parcel 1               | 1.08 ha (10,770m2)        |
| Parcel 2               | 0.50 ha (4,985m2)         |
| Parcel 3               | 0.40 ha (4,025m2)         |
| Parcel 4               | 0.57 ha (5,670m2)         |
| Parcel 5               | 1.20 ha (12,020m2)        |

## 9.0 DEVELOPMENT FRAMEWORK

### 9.3 Potential Development Program

#### 9.3.1 LAND AREAS

| Parcel No.   | Parcel Area<br>m2 | Developable Area<br>m2 | Open Space<br>inclu roads m2 |
|--------------|-------------------|------------------------|------------------------------|
| 1            | 10770             | 9030                   | 1740                         |
| 2            | 4985              | 1900                   | 3085                         |
| 3            | 4025              | 3150                   | 875                          |
| 4            | 5670              | 0                      | 5670                         |
| 5            | 12020             | 3650                   | 8370                         |
| <b>TOTAL</b> | <b>37470</b>      | <b>17730</b>           | <b>19740</b>                 |

#### 9.3.2 DEVELOPMENT YIELD SUMMARY

| PARCEL No.                    | BLOCKS        | TOTAL AREA (m2) | NEW BUILDING FOOTPRINT (m2) | NO OF STOREYS | TOWER: MAX NO OF STOREYS | GFA RetailTotal | Ground Floor Commercial GFA (m2) | Podium/ Mid-rise Commercial GFA (m2) | Tower Commercial GFA (m2) | COMMERCIAL TOTAL GFA (m2) | Commercial Total NLA | Retail NLA | NLA AREA TOTAL exclu: PARKING | PODIUM /MID-RISE CARPARKING TOTAL | ON-GRADE PUBLIC CARPARKING TOTAL |
|-------------------------------|---------------|-----------------|-----------------------------|---------------|--------------------------|-----------------|----------------------------------|--------------------------------------|---------------------------|---------------------------|----------------------|------------|-------------------------------|-----------------------------------|----------------------------------|
| <b>VQ COMMERCIAL PRECINCT</b> |               |                 |                             |               |                          |                 |                                  |                                      |                           |                           |                      |            | NLA                           |                                   |                                  |
| 1                             | 1A            | 10770           | 5720                        | 2             | 9                        | 500             | 1300                             | 0                                    | 21870                     | 23170                     | 18536                | 400        | 18936                         | 270                               | 0                                |
| 1                             | 1B            | AS ABOVE        | 3310                        | 2             | N/A                      | 3100            | 200                              | 3300                                 | 0                         | 3500                      | 2800                 | 2480       | 5280                          | 0                                 | 0                                |
| 2                             | 2             | 4985            | 1900                        | 2             | N/A                      | 1900            | 0                                | 1900                                 | 0                         | 1900                      | 1520                 | 1520       | 3040                          | 0                                 | 0                                |
| 3                             | 3             | 4025            | 3150                        | 5             | N/A                      | 2600            | 200                              | 8800                                 | 0                         | 9000                      | 7200                 | 2080       | 9280                          | 110                               | 0                                |
| 4*                            | 4*            | 5670            | N/A                         | N/A           | N/A                      |                 | 0                                |                                      |                           | 0                         | 0                    | 0          | 0                             | 0                                 | 30                               |
| 5#                            | 5#            | 12020           | 3650                        | N/A           | N/A                      | 3600            | 0                                | 0                                    | 0                         | 0                         | 0                    | 2880       | 2880                          | 0                                 | 0                                |
| <b>TOTALS</b>                 | <b>TOTALS</b> | <b>37470</b>    | <b>17730</b>                |               |                          | <b>11700</b>    | 1700                             | 14000                                | 21870                     | <b>37570</b>              | 30056                | 9360       | <b>39416</b>                  | <b>380</b>                        | 30                               |

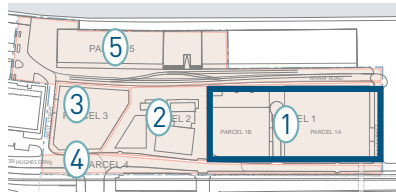
NOTE: \* PETER HUGHES DRIVE  
# TRANSIT SHEDS & SURROUNDS



## 9.0 DEVELOPMENT FRAMEWORK

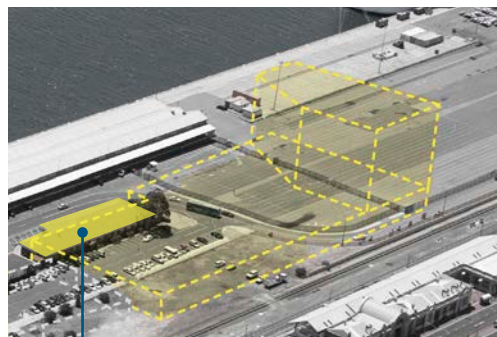
### 9.4 Parcel Detail

#### 9.4.1 PARCEL PLAN 1



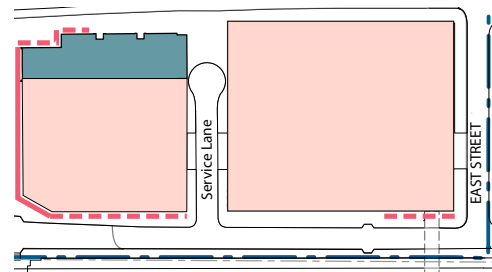
Parcel 1 includes 2 building blocks to provide development choice on building footprint size. Flexibility on the exact location of the service lane along Peter Hughes Drive to divide the two building footprints will enable multiple floor plate size options. Within this parcel is the Amenities Building (C Y O'Connor Centre). Heritage advice and approval will need to be obtained to ensure meaningful consideration of its cultural significance is incorporated into the development.

#### BUILDING ENVELOPE



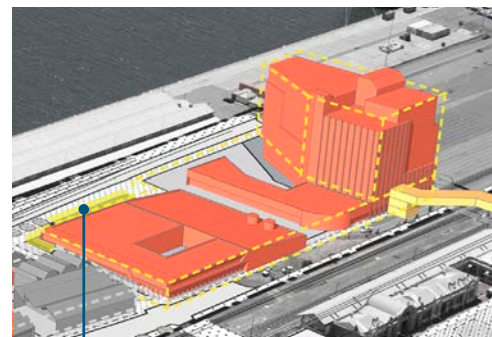
Amenities Building (C Y O'Connor Building)

#### LAND USE

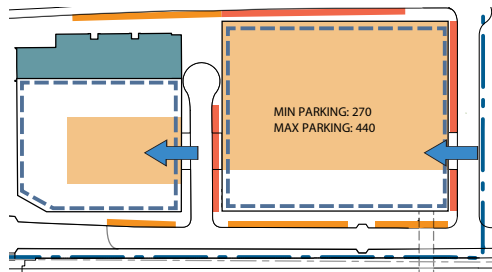


- Retail/Entertainment/Commercial/Industry/
- Retail/Entertainment/Commercial/Public Use
- Primary active use ground floor frontage
- Secondary active use ground floor frontage

#### DEMONSTRATION DEVELOPMENT

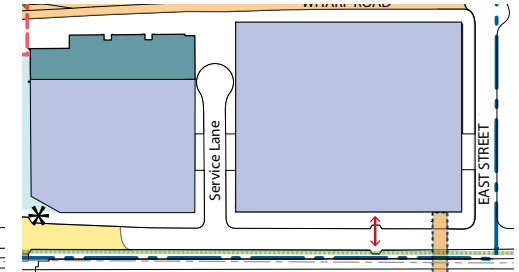


#### ACCESS AND PARKING



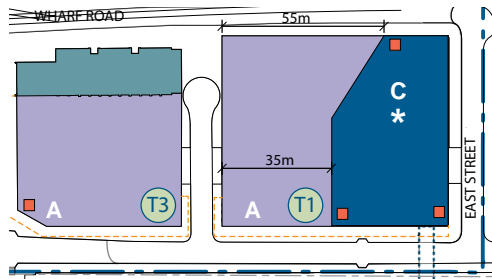
- Ground floor indicative parking/service/loading zones
- Potential upper level decked public parking
- Short term parking
- Long term parking
- Indicative primary vehicular entry location
- Existing buildings within Commercial Precinct

#### URBAN REALM



- \* Potential public art sites
- Pedestrian overpass (subject to approval)
- Potential development blocks
- Existing buildings within Commercial Precinct

#### BUILT FORM



- Key corner elements
- Awnings
- T1 Podium/tower building type
- T3 Street edge type
- Commercial Precinct boundary

- A** 3 storey podiums must ensure minimal visual interruption of the Railway Station facade. Refer to 4.6.16 Key views to the Port and Fremantle Railway Station from the City and FIGURE 8.2a for location of key views.

Habitable podium roofs must ensure any balustrade viewed from the street is visually permeable or setback adequately so as not be viewed from the city's key view corridors.

- C** Lift overrun, non-habitable services and roof design features may extend past maximum number of storeys.

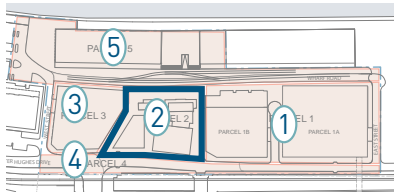
- \*** Prescribed storeys may be exceeded subject to satisfaction of 8.10 Additional Performance Criteria and Fremantle Ports Design Advisory Panel.

- Existing buildings within Commercial Precinct
- 2-3 storeys
- 11-12 storeys

## 9.0 DEVELOPMENT FRAMEWORK

### 9.4 Parcel Detail

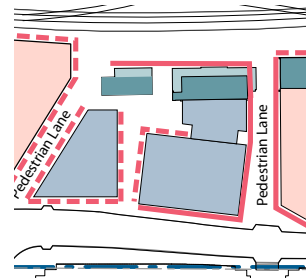
#### 9.4.2 PARCEL PLAN 2



Parcel 2 includes important heritage buildings that need to be retained and meaningfully incorporated into the new development. Number of buildings, the size and exact location will be determined in consideration of the heritage buildings and the requirement to provide a secondary public space within this parcel.

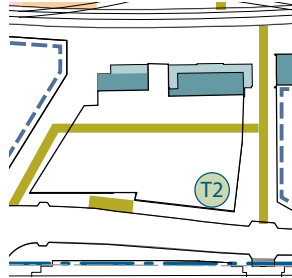
New buildings may be attached to parts of the heritage buildings to support a new use (subject to relevant approvals).

#### LAND USE



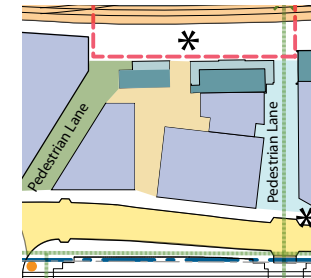
- Retail/Entertainment/Commercial/Industry/
- Retail/Entertainment/Commercial/Public Use
- Primary active use ground floor frontage
- Secondary active use ground floor frontage

#### ACCESS & PARKING



- Limited service access/ loading zones (from 10pm-6am) all hours security access
- No parking
- Existing buildings within Commercial Precinct

#### URBAN REALM



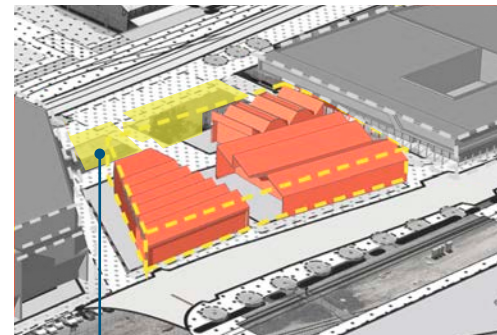
- Potential public art sites
- Primary urban space
- Small-scaled urban space
- Primary pedestrian promenade
- Secondary Pedestrian lane
- Potential development blocks
- Existing buildings within Commercial Precinct

#### BUILDING ENVELOPE

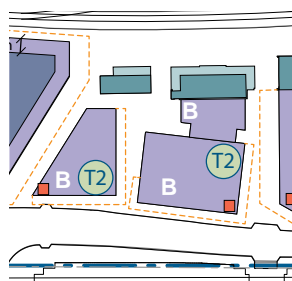


Waiting Room, Toilet and Old Police Station

#### DEMONSTRATION DEVELOPMENT



#### BUILT FORM

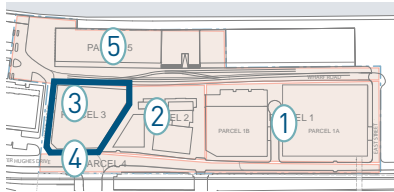


- Key corner elements
- Awnings
- Existing buildings within Commercial Precinct
- 2-3 storeys
- Shed building type

## 9.0 DEVELOPMENT FRAMEWORK

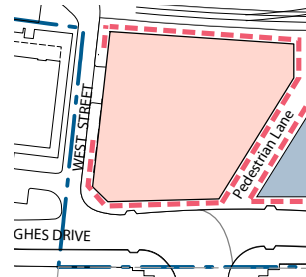
### 9.4 Parcel Detail

#### 9.4.3 PARCEL PLAN 3



Parcel Plan 3 contains no existing buildings within, but is flanked by C Shed, E Shed and the Waiting Room. It is important, therefore, to carefully consider the surrounding buildings scale and detail to ensure this development effectively mediates between the existing buildings within Victoria Quay and the Commercial Precinct.

#### LAND USE



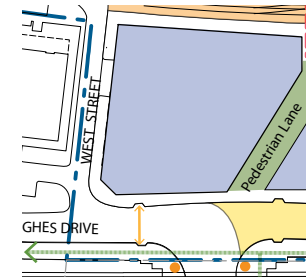
- Retail/Entertainment/Commercial/Industry/
- Primary active use ground floor frontage
- Secondary active use ground floor frontage

#### ACCESS & PARKING



- Ground floor indicative parking/service/loading zones
- Potential upper level decked public parking
- Indicative primary vehicular entry location

#### URBAN REALM

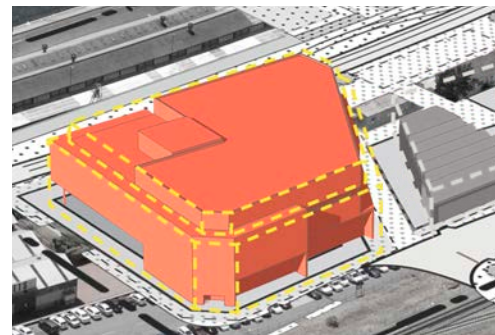


- Potential development block

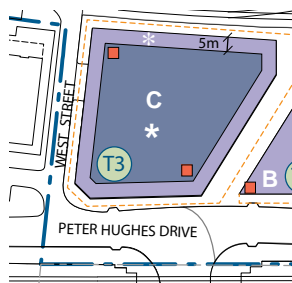
#### BUILDING ENVELOPE



#### DEMONSTRATION DEVELOPMENT



#### BUILT FORM



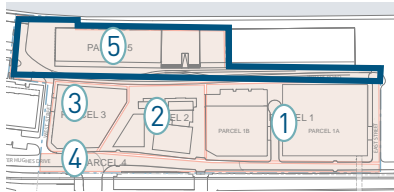
- Key corner elements
- Awnings
- Commercial Precinct bo

- 2-3 storeys
- 5-6 storeys
- T3 Street edge type
- B Pitch roofs are strongly encouraged with habitable areas within roof space.
- C Lift overrun, non-habitable services and roof design features may extend past maximum number of storeys.
- \* Prescribed storeys may be exceeded subject to satisfaction of 8.10 Additional Performance Criteria and Fremantle Ports Design Advisory Panel.

## 9.0 DEVELOPMENT FRAMEWORK

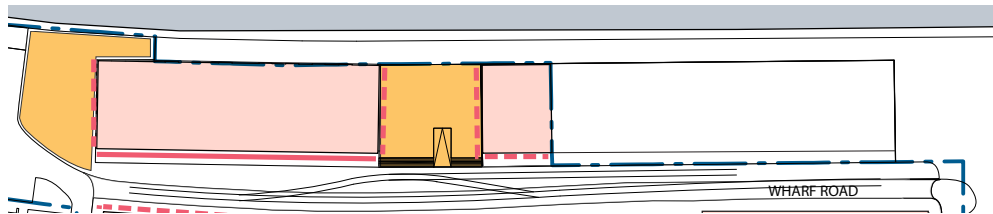
### 9.4 Parcel Detail

#### 9.4.4 PARCEL PLAN 5



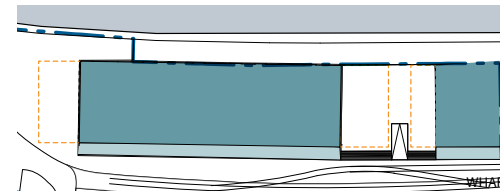
Parcel Plan 5 comprises of C Shed and a portion of D Shed with important public space surrounds. Extensive restoration works are required for C Shed. No additional buildings are proposed but covered roof extension to provide outdoor shelter is possible (subject to relevant approvals).

#### LAND USE



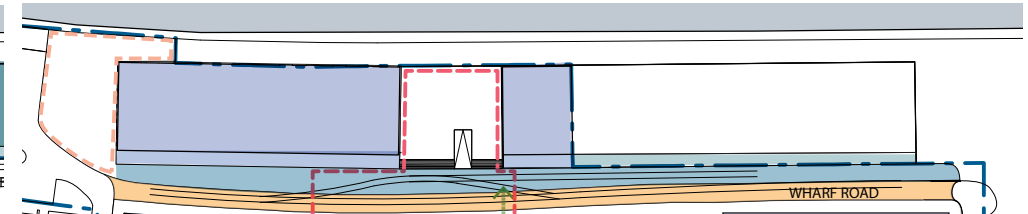
- Retail/Entertainment/Commercial/Industry/
- Open space with selected areas for alfresco dining

#### BUILT FORM



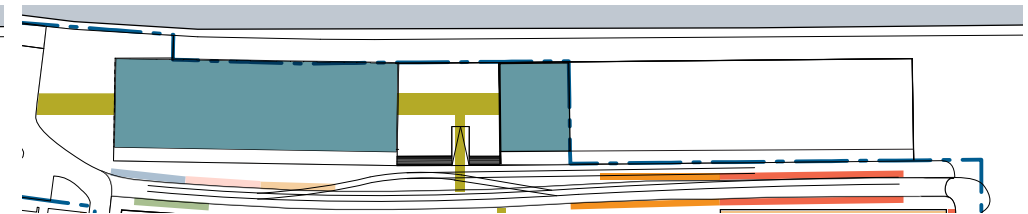
- Awnings
- Existing buildings within Commercial Precinct

#### URBAN REALM



- Primary urban space
- Secondary urban space
- Shared street (Wharf Road) with original bitumen surface and railway tracks retained
- Open space with original bitumen surface and railway tracks retained
- Potential development blocks

#### ACCESS & PARKING



- Drop off/pick up
- Taxi zone
- Universal parking
- CAT bus stop
- Short term parking
- Long term parking
- Limited service access/ loading zones (from 10pm-6am) all hours security access
- Ground floor indicative parking/service/loading zones
- Existing buildings within the Commercial Precinct



# 10.0

## Strategic Implementation Guide

## 10.0 STRATEGIC IMPLEMENTATION GUIDE

### 10.1 Overview

A Precinct Plan provides a clear assessment framework for development. It outlines specific requirements in relation to land use, urban and architectural design, public open space, car-parking, heights and setback, streetscapes and the public realm.

The 'Enabling' Precinct Plan for the Victoria Quay Commercial Precinct has been developed simultaneously with Precinct Plans for the Fremantle Railway Station and adjacent PTA land as well as the City of Fremantle's Pioneer Park and surrounding public areas. As development in each of these precincts impacts on the adjacent precincts, this conjunctive approach has provided a more cohesive outcome for future development in all three precincts which form an important urban node.

These precinct plans provide both the public and private sectors with greater certainty and confidence in proceeding with development proposals for this area.

## 10.0 STRATEGIC IMPLEMENTATION GUIDE

### 10.2 Endorsement of Precinct Plan

#### 10.2.1 ENDORSEMENT OF VICTORIA QUAY COMMERCIAL PRECINCT PLAN

The process for adoption of the Commercial Precinct Plan is:

1. Fremantle Ports to endorse the Commercial Precinct Plan.

Victoria Quay Commercial Precinct Plan is to be reviewed and endorsed by Fremantle Ports.

2. WAPC to endorse the Commercial Precinct Plan

- Fremantle Ports to forward the Commercial Precinct Plan to WAPC for endorsement.
  - Advice as to the community engagement process that has been undertaken in preparing the Commercial Precinct Plan with a summary of comments received to be provided to the WAPC.
  - Advice to the WAPC that the Precinct Plan has also been forwarded to the City of Fremantle and PTA with a request that the City and PTA forward comments within 60 days direct to WAPC.
3. A request that WAPC endorse the Precinct Plan under the provisions of the Fremantle Waterfront Masterplan.

4. Commercial Precinct – Development Applications

Any development application relating to the Commercial Precinct is then assessed under the provisions of the Commercial Precinct Plan and determined by WAPC.

#### 10.2.2 MODIFICATION TO VICTORIA QUAY COMMERCIAL PRECINCT PLAN

Whilst the Precinct Plan envisages and provides for a range of future options in terms of land use, built form and design, there may be instances where modifications are required to the endorsed Precinct Plan to accommodate a desirable future development.

The process for modification to the Precinct Plan is:

1. WAPC is to determine whether the modification to the Precinct Plan is minor or major. In the event of a minor modification, the WAPC will endorse the modification in consultation with the Fremantle Ports.
2. Where the modification is deemed by the WAPC to be a major modification, Fremantle Ports is to undertake public consultation on the proposed modification, including advertising in the local papers and allowing 28 days for public comment.
3. As part of the public advertising, Fremantle Ports is to forward details of the modification and supporting documentation to:

- a) City of Fremantle for comment within a 28 day period, or such extended time frame as agreed to by Fremantle Ports.

- b) Public Transport Authority for comment within a 28 day period, or such extended time frame as agreed to by Fremantle Ports.

4. Fremantle Ports to consider the modification, any submissions received and endorse the modification to the Commercial Precinct Plan or resolve to not endorse the modification and advise WAPC accordingly.

5. WAPC to consider the proposed modification to the Precinct Plan giving due consideration to the following. The amendment:

- a) Shall not compromise the overall function or integrity of the Precinct Area, and must be consistent with the Vision and Guiding Principles of the Precinct Plan;
- b) Shall not prejudice adjoining precincts in terms of interface or integration;
- c) Shall have a demonstrated improvement to the overall design and function of the Precinct Area.

#### 10.2.3 FREMANTLE ACTIVITY CENTRE STRUCTURE PLAN

The City of Fremantle is preparing an Activity Centre Structure Plan for the Fremantle City Centre. The Commercial Precinct Plan will form part of that Structure Plan. In the event that the provisions of the Commercial Precinct Plan as contained in the Fremantle Activity Centre Structure Plan are modified by the City of Fremantle, the provisions of the Commercial Precinct Plan, as endorsed by WAPC under the Fremantle Waterfront Masterplan are to prevail in regard to assessment of planning applications within the Precinct, unless such modifications to the Precinct Plan are agreed to and endorsed by Fremantle Ports and the WAPC as modifications to the Commercial Precinct Plan.

## 10.0 STRATEGIC IMPLEMENTATION GUIDE

### 10.2.4 METROPOLITAN REGION SCHEME AMENDMENT

The majority of land contained in the Commercial Precinct is reserved under the Metropolitan Region Scheme (MRS) as Public Purpose (Special Use). The Precinct also contains areas reserved under the MRS as “Port Installations.”

The WAPC has discretion to approve development proposals that are not port-related in the “Port Installations” reserve, provided that they do not compromise the long-term strategic planning of the port facility and are in accordance with the Commercial Precinct Plan.

In the event that Fremantle Ports deems that any land subject to the “Port Installations” reservation is no longer required for the long-term strategic planning of the port facility, Fremantle Ports may request that the WAPC amend the Metropolitan Region Scheme reservation from “Port Installations” to “Public Purpose: Special Use.” Any such amendment shall be referred to the following for comment prior to formal consideration by WAPC as a Metropolitan Region Scheme Amendment:

- Fremantle Ports
- City of Fremantle
- Public Transport Authority

### 10.2.5 DEVELOPMENT APPLICATION PROCESS

As the land contained within the Victoria Quay Commercial Precinct Plan is reserved under the MRS, decision making for any development rests with the Western Australian Planning Commission.

The precinct plan and Fremantle Ports’ Design Advisory Panel will assist to facilitate future land use and development within this precinct to guide the WAPC in determining development applications.

Where the precinct plan does not provide specific deemed to comply requirements, or performance criteria, development shall be consistent with the Vision and Guiding Principles of the Precinct Plan.

All planning applications within the Commercial Precinct must be submitted, processed and determined in accordance with the following:

- All applications for planning approval shall be signed by Fremantle Ports as the landowner and lodged with the City of Fremantle.
- Within 7 days of receiving the application, the City must forward the application to the WAPC for determination.
- Within 42 days of receipt of the application (or otherwise agreed by WAPC), the City may make

recommendations for consideration by WAPC in respect of the application.

The WAPC then makes its determination having regard to the provisions of the Commercial Precinct Plan in addition to:

- i. purpose for which the land is reserved under the Scheme;
- ii. the orderly and proper planning of the locality and
- iii. the preservation of the amenities of the locality.

The WAPC can either refuse the application or grant approval subject to conditions.

- In the event that an application is not determined within 60 days of lodgement and there is no agreement for extension of time frame, the application shall be deemed to be refused.



## 10.0 STRATEGIC IMPLEMENTATION GUIDE

### 10.3 Implementation

#### Opportunities

Funding opportunities need to be identified to contribute to the major infrastructure works that this precinct plan proposes.

- An Implementation Plan is to be prepared in consultation with Fremantle Ports, the City of Fremantle, the Public Transport Authority and the State Heritage Office.

### 10.4 Capital Improvements

The existing Peter Hughes Drive requires an extension to ensure its capability to handle the proposed functions and additional traffic flows.

Any new road connection, pedestrian connection and public open space will need to be costed and funding arrangements put in place for their construction.

### 10.5 Governance

The implementation of this Precinct Plan and the Precinct Plan for the Fremantle Station and Pioneer Park will require strong governance and cooperation between Fremantle Ports, Public Transport Authority, City of Fremantle and State Government in order to ensure a seamless integration of the precincts. This collaboration may include the formation of formal partnerships and/or alliances.

Fremantle Ports to oversee implementation of the Commercial Precinct Plan.

## 10.0 STRATEGIC IMPLEMENTATION GUIDE

### 10.6 Implementation Action Framework

The following table outlines the key actions, time frames and responsibilities to assist in the implementation of the Victoria Quay Commercial Precinct Plan.

| Action   | Agencies involved  |
|--|--------------------|
| <b>Short term (1 -5 years)</b>   |                    |
| WAPC adopt the Commercial Precinct Plan  | FP & WAPC          |
| FP continues working with the City of Fremantle and Public Transport Authority to progress Pioneer Park and Fremantle Station Precinct Plans           | PTA, CoF, WAPC, FP |
| Fremantle Ports to investigate and determine a delivery model for the Commercial Precinct project  | FP                 |
| Fremantle Ports to discuss preferred delivery model with the City of Fremantle and Public Transport Authority.   | FP, PTA, CoF       |
| Prepare pedestrian management strategy and staging plan for the Commercial Precinct  | FP                 |
| Prepare budget estimates and contribution schedule for infrastructure works within Commercial Precinct   | FP                 |
| Establish time frame for implementation of infrastructure works within the Commercial Precinct   | FP                 |
| Prepare capital expenditure plan for the Commercial Precinct   | FP                 |
| Prepare budget estimates and contribution schedule for infrastructure works that extend over the Precincts   | FP, PTA, CoF       |
| Establish time frame for implementation of infrastructure works and public realm areas that extend over all Precincts                                  | FP, PTA, CoF       |
| <b>Medium term (5 -10 years)</b>   |                    |
| Review of Metropolitan Region Scheme boundary between Port Installations and Public Purpose: Special Use (20m portion of D Shed from operational area) | FP                 |
| Review of Commercial Precinct Plan   | FP                 |

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ARCHITECTURE  
URBAN DESIGN  
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10 ELDER PLACE, FREMANTLE  
PO BOX 671, WA 6159

TEL: (08) 9433 6000  
FAX: (08) 9433 3700  
[www.coda-studio.com](http://www.coda-studio.com)