FREMANTLE STATION PRECINCT PLAN

CODA

Public Transport Authority

Record of approval dates of the Fremantle Station Precinct Plan

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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.

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EXECUTIVE SUMMARY

Fremantle Station Precinct is a vibrant and appealing urban knuckle that enables seamless connections to the Victoria Quay waterfront and the city.

The Station Precinct Plan along with Pioneer Park and Victoria Quay Commercial 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.

Fremantle Railway Station is a major hub for public transport services. It experiences significant pedestrian activity. Easy access to public transport is critical to the long-term success of the precinct.

Building parcels on rail reserve land are not critical to the success of the area, however, new buildings will assist in defining the urban connections and spaces, enhancing the experience and relationship between the precinct and the adjacent Victoria Quay Commercial Precinct and Pioneer Park Precinct.

PRECINCT PLAN STRUCTURE

This Precinct Plan comprises of:

a) Regulatory Section (Part One);

b) Explanatory Section (Part Two); and

c) Technical Reports and Appendices -

The Regulatory Section includes a concise set of criteria to assess future Development Applications against.

Part Two of the Precinct Plan sets out the development intent for development within the Precinct Plan Area.

PRECINCT PLAN ROLE

The Fremantle Station Precinct Plan provides a framework to assess specific development proposals and to 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, embracing its heritage, achieving enhanced connections between the waterfront and the city centre as well as enabling sustainable economic, social and environmental outcomes.

RELATIONSHIP OF THE 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.

BUS INTERCHANGE

The community identified the cultural importance of the heritage listed Fremantle Railway Station and their desire to remove bus traffic from in front of the station building. Fremantle Railway Station is the busiest station on the Fremantle rail line outside Perth city with passenger rail services terminating here. Bus services located directly in front of Fremantle Railway Station provide a convenient connection for commuters but is an unattractive entry to the station building.

Two different bus interchange entry designs were explored for the Station Precinct, testing a Market Street entry and a Queen Street entry.

The Market Street entry concept is derived from the Phillimore Street Integrated Master Plan (2005), previously developed by the City of Fremantle, PTA and Fremantle Port Authority. The PTA further tested the viability of the master plan with an engineering design concept in 2009. The design met all operational criteria except secure staff parking.

An alternative Queen Street entry scenario was developed during the Urban Design Forum. This was in response to community and key urban design imperatives. In this scenario, the southwestern half of the Fremantle Railway Station forecourt is pedestrian only. The northeastern end is designated primarily to bus operations. The key outcomes are an enhanced view of the railway station main entry and a separation in pedestrian and bus movements. This scenario also has the potential to re-align Elder Street further west from the pumping station and to transform a portion of Elder Street into a shared street.

The Queen Street bus interchange creates an urban square worthy of the quality of the heritage listed Fremantle Railway Station whilst simultaneously providing a much needed address to the City of Fremantle. It will need to be suitably sized to accommodate a growing population and an increase in public transport use whilst also incorporating optimum operational benefits. Implementation of the Queen Street bus interchange requires detailed design to confirm its viability, however, initial challenges appear to be surmountable.

FUTURE DEVELOPMENT WITHIN THE PRECINCT PLAN AREA

The Station Precinct Plan proposes several land development parcels but all contain restricted uses. Development adjacent to Fremantle Railway Station will require heritage approval. A small development parcel immediately west of the station building reflects the footprint of the original railway station design. Possible uses, such as a kiosk, will activate the new pedestrian crossing to Victoria Quay and free up space inside the station and improve the main entry. It will also provide more bicycle parking space and other amenity.

The development site further west provides a built edge to both the street and pedestrian crossing but has parking and heritage constraints. The heritage listed Old Oil Store is located within this parcel and must be meaningfully incorporated into the design.

Immediately east of the station, an important development parcel contains bus operations on-grade and potential decked parking and/or commercial development in the air space above. Car parking provision above the bus interchange may also provide an opportunity for secure staff and commuter parking.

Land parcels further east that are currently leased by the City of Fremantle for public parking would continue in this use. If there is future demand for more public parking, these parcels could be developed into multi-decked parking.

FUTURE CITY GROWTH

The redevelopment of the Station Precinct serves as a logical next step in contributing to the city's growth and prosperity. It is an expected projected increase in Fremantle city centre workers from 13,000 in 2012 to 16,000 by 2022. This will require long term planning in the provision of public transport, vehicle access and parking. A growth in residential dwellings within Fremantle centre for an additional 3,000 residents by 2022 will also place increased pressure on the existing public transport network.

FUTURE IMPLEMENTATION

The use of PTA land or assets by others will need to be financed separately from PTA land proceeds. The PTA is not a developer though there are occasions where it has become involved. If the PTA was to develop the land it would be expected that the profits would accrue wholly to the PTA and the use of the funds derived determined by the PTA Executive in line with its priorities.

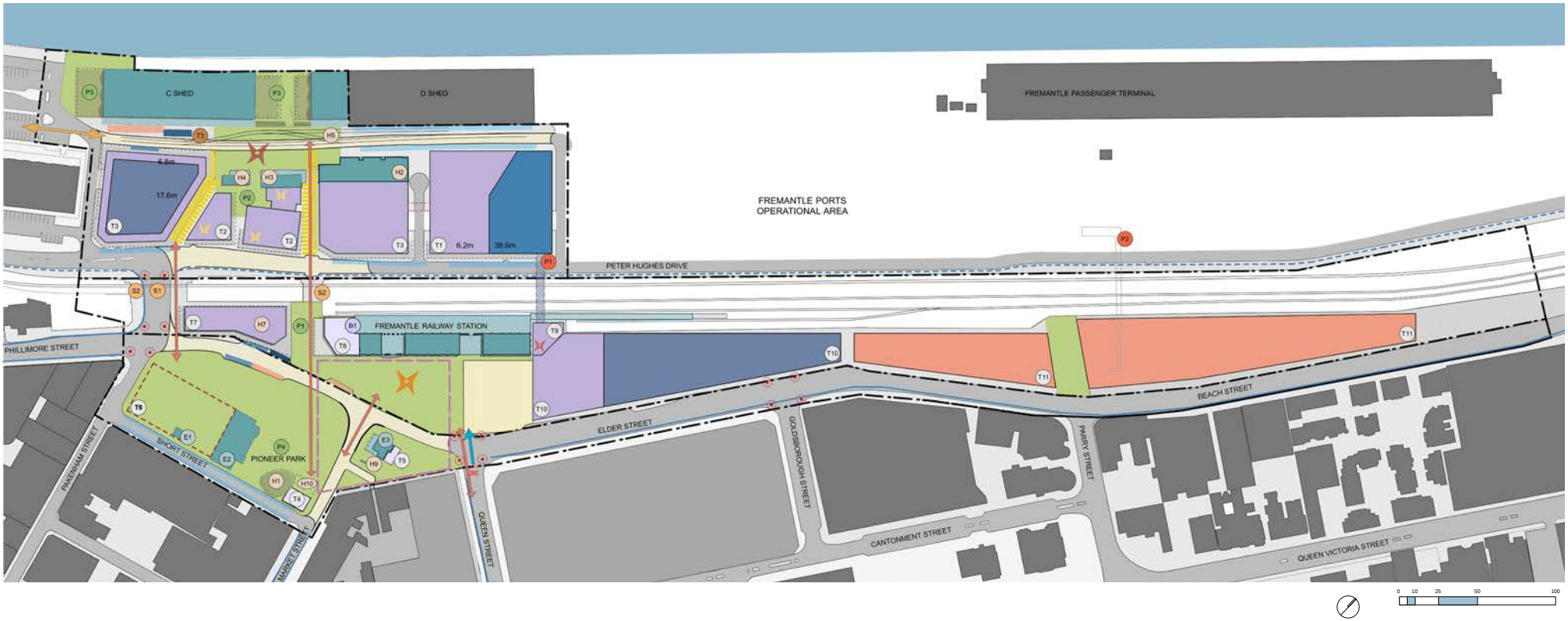
Whilst the PTA operationally prefers the current Market Street interchange entry, it is not opposed to the Queen Street option. It is envisaged that the PTA will endorse the Precinct Plan.

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.

EXECUTIVE SUMMARY

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

FREMANTLE STATION PRECINCT PLAN



FREMANTLE STATION PRECINCT PLAN

PART ONE

REGULATORY SECTION

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1.0

Regulatory Requirements

1.0 REGULATORY REQUIREMENTS

1.1 The Endorsement and Modification to the Precinct Plan

The Station Precinct Plan applies to the land surrounding the Fremantle Train Station and extending south east to Elder Street and east to Beach Street (could include reserve /crown allotment number's).

The land is reserved for Public Purpose - Special Uses 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, which 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 in consultation with the City of Fremantle 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 Public Transport Authority.

2. Where the modification is deemed by the WAPC to be a major modification, the Public Transport Authority or other party as agreed to by the WAPC are 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, the Public Transport Authority 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 the Public Transport Authority.

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

4. The Public Transport Authority to consider the modification, any submissions received and endorses the modification to the Fremantle Station 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 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 whi h 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.

1.2 Interpretations

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 Centre. The Fremantle Station Precinct Plan will form part of that Structure Plan. In the event that the provisions of the Fremantle Station Precinct Plan as contained in the Fremantle Activity Centre Structure Plan are modified by the City of Fremantle, the provisions of the Fremantle Station Precinct Plan, as endorsed by WAPC 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 the Public Transport Authority and WAPC as modifications to the Fremantle Station Precinct Plan.

1.5 Development Application Process

As the land contained within the Fremantle Station 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.

The proposed new rail crossing is subject to the approval of the Office of Rail Safety.

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

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 possible relocation or modification of the bus exchange and parking areas and the construction of any new roads/pedestrian connections and the Station Forecourt.

1.0 REGULATORY REQUIREMENTS

1.7 Table A - Planning Requirement for Station Precinct

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

8.2 URBAN STRUCTURE		DTC
	Development clearly defines visual connections and public spaces.	
8.2.1 Primary Entries		
	Beach Street entrance is to be reinforced through a combination of distinctive streetscaping, landscaping, way finding signage and architectural design.	
8.2.2 View Corridors		
	View Corridor Locations to be in accordance with Figure 8.2a Urban Structure Plan	
	Street level view corridors to be retained, improved or created, i.e. the view from Parry Street to the Heritage Listed Fremantle Passenger Terminal and the harbour.	
	The building envelopes of new development ensures important view corridors are not obscured within the Station Precinct.	
	Building design to emphasise or frame existing view corridors, i.e. the view from Parry Street to the Heritage Listed Fremantle Passenger Terminal and the harbour.	

8.3 LAND USE					
8.3.1 Land Use Detail Table					
	Commercial Retail	Commercial	Entertainment	Service and Public USe	Rail Reserve Land
Shop	P	X	X	X	X
Convenience Store	P	X	X	X	X
Lunch Bar	P	X	X	X	X
Office	X	P	X	X	X
Consulting Rooms	X	P	X	X	X
Bank	X	P	X	X	X
Health Studio	X	P	X	X	X
Small Bar	X	X	P	X	X
Restaurant	X	X	P	X	X
Public Amusement	X	X	P	X	X
Licensed Premises	X	X	P	X	X
Community Purpose	X	X	X	P	X
Educational Establishment	X	X	X	P	X
Public Car park	X	X	X	P	X
Public Utility	X	X	X	P	X
Bus Operational Area	X	X	X	X	P
Open Space	X	X	X	X	P

P: Use Permitted X: Use Not Permitted

1.0 REGULATORY REQUIREMENTS

URBAN STRUCTURE PLAN

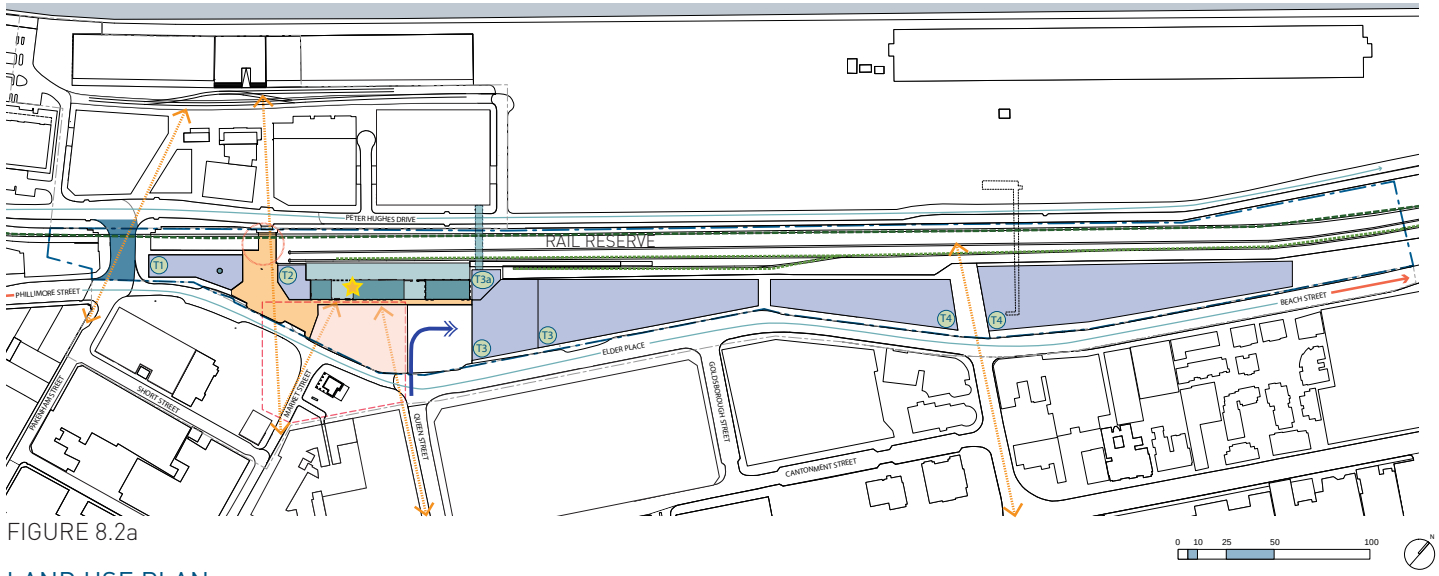

FIGURE 8.2a

LAND USE PLAN

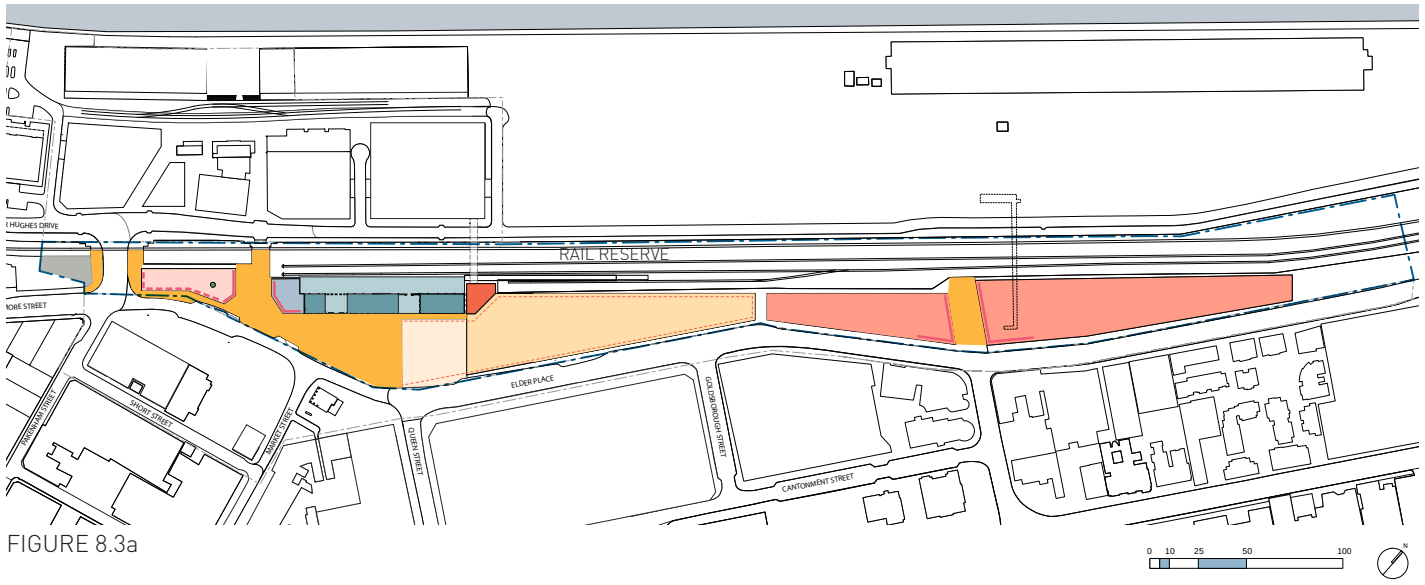

FIGURE 8.3a

Urban Structure Key

- Development blocks
- Key visual landmark site
- Potential pedestrian bridge to link Station Precinct development to Commercial Precinct development
- Proposed Pakenham Street extension
- T1 Building Type 1
- T2 Building Type 2
- T3a T3 Building Type 3
- T4 Building Type 4
- Fremantle Station Precinct Boundary
- Station Square
- New and existing views
- Bus Interchange (entry from Queen Street- Urban Design preferred)
- New and existing vehicular access
- Passenger line
- Freight line
- Fremantle Railway Station and Old Oil Store
- New station forecourt (Part of the City Square)
- Key urban space and pedestrian rail crossing (connecting Victoria Quay to Fremantle and Fremantle Railway Station)
- Pedestrian gateways

Land Use Key

- Old Oil Store
- Fremantle Railway Station
- Open space
- Retail/Entertainment/Commercial/Public Use (Excluding car park)
- Retail/Entertainment/Public Use (Excluding car park)
- Ground floor Bus Operational Area
- Ground floor Bus Operational Area Upper floors Commercial/Commuter and Public Car Park
- Ground floor Retail/Commercial/Public Car Park Upper floors Public Parking
- Service and Public Use/Operational Area
- Retail/Commercial/Entertainment (Requires land amalgamat
- Primary active ground floor frontage
- Secondary active ground floor frontage
- Queen Street entry at-grade bus operations area
- Fremantle Station Precinct Boundary

1.0 REGULATORY REQUIREMENTS

1.7 Table A - Planning Requirement for Station Precinct

8.3 LAND USE		DTC
8.3.2 Commercial - Retail		
	Land Use to be in accordance with Figure 8.3a Land Use Plan for Commercial Retail locations.	
	Primary retail uses must be located along Primary Active ground floor frontages as indicated in Figure 8.3a "Land Use Plan".	
	Primary retail areas to be designed to appropriate standards and requirements for immediate use by retail tenants in order to minimise costs and internal fit out works for tenants.	
	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.	
8.3.4 Entertainment		
	Land Use to be in accordance with Figure 8.3a Land Use Plan for Entertainment locations.	
	Premises designed and used to provide public entertainment or social interaction (dining) must be located in areas allocated.	
	Daytime and night time entertainment premises are to have 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 for Service and Public Use	

8.4 PUBLIC OPEN SPACE		DTC
8.4.1 Designing Out Crime		
	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 especially for Fremantle Railway Station and bus interchange by utilising ground floor activation and large openings facing the Station and Bus interchange.	
	New development must ensure security vehicles are able to traverse the entire precinct including pedestrian only areas.	
	New development shall demonstrate good CPTED (Crime Prevention through Environmental Design) for all proposed and existing public realm spaces.	
8.4.2 Activation		
	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.	
8.4.3 Public Art		
	Public Art is to be provided in accordance with the State Government's Percent for Art Policy for areas within Public Transport Authority Land and station forecourt.	
	Refer to the requirements of City of Fremantle's Local Planning Scheme No. 4 Part 6: "Public Art Contribution Areas".	
8.4.4 Wayfinding and Signage		
	Views to Fremantle Railway Station shall be enhanced and not obscured further by any permanent (building feature) or impermanent (movable signage, outdoor restaurant seating etc) elements. Signage is to be determined as part of future Development Applications and in accordance with the Strategy.	

1.0 REGULATORY REQUIREMENTS

1.7 Table A - Planning Requirement for Station Precinct

8.4.5 Landscape		DTC
	New and existing landscaping shall provide shelter and act as a directional element to frame views within and outside of the Station Precinct.	
	New development requires a Landscape Plan to be submitted at Development Application stage in order to ensure a seamless and improved link to Victoria Quay.	
8.5 PEDESTRIAN AND CYCLING		
	Paths shall provide high levels of permeability by ensuring key views terminate at key nodes, such as heritage buildings or the working port and be located to maximise integration with the City and Fremantle Station to the Commercial Precinct.	
	Development shall ensure consistent use of materials throughout all Precincts to assist in a seamless integration.	
8.5.2 Shared Paths		
	Paths shall be designed for shared use (where possible), to encourage cyclist activity.	
8.5.5 Pedestrian Only Areas		
	Pedestrian only areas shall be located outside key movement paths (shared paths and streets) and in locations where cyclists are able to disembark and park/push their bicycles (entry to the Fremantle Railway Station). Refer to Figure 8.5a for locations of pedestrian only areas.	
8.7 PUBLIC TRANSPORT		
8.7.1 Queen Street Bus Interchange		
	Bus interchange to be designed to ensure all bus stands and circulation are internal and not on the road reserve, car parking for PTA staff and commuters will also need to be addressed, however, parking should not be a key priority for a primary public transport hub. Modifications to the road network for the Queen Street entry option will also be required at this time as per the following controls detailed in 8.7.2, 8.7.3 and 8.7.4.	
8.7.2 Road Redesign		
	Road widening with increased footpath widths are required to ensure good, safe access to and from the Fremantle Railway Station.	

8.8 BUILT FORM DESIGN		DTC
8.8.1 Building Typology 1		
	Building typology to be in accordance with Figure 8.8a Built Form Plan.	
	A free standing building that shall be a maximum of 3 storeys high, encompassing the site of the Old Oil Store (primary heritage significance).	
	The building will be seen from all angles and will be constrained in terms of vehicle access and parking. The building façade shall primarily address Phillimore Street and the new pedestrian railway crossing with secondary significance given to addressing the surrounding vehicular streets. The façade facing the railway line shall be considered in the design of the building.	
	Approved setbacks and land use are to meet the Office of Rail Safety criteria.	
8.8.2 Building Typology 2		
	Building typology to be in accordance with Figure 8.8a Built Form Plan	
	The Fremantle Railway Station shall be flanked on it's west by a single storey development supporting the activity of the Station (food and beverage).	
	Building Typology 2, as indicated by Figure 8.8a, shall form a building edge with the existing station building and shall require heritage consultation and approval due to it's close proximity to the railway station.	
	The development's western and northern facades shall address the pedestrian link across the rail tracks to Victoria Quay subject to the pedestrian link's approval by Office of Rail Safety.	
8.8.3 Building Typology 3		
	Building typology to be in accordance with Figure 8.8a Built Form Plan	
	Building over the bus interchange airspace can occur as a second stage and after the relocation of the bus exchange. The building shall be a maximum of 4 storeys.	
	Upper levels of the bus interchange to contain parking for PTA staff or a combination of private and commuter parking.	
	Columns, stair wells, lift lobbies and other components of the airspace building are to be built on PTA land as indicated in Figure 8.3 as "Service and Public Use/Operational Area".	

1.0 REGULATORY REQUIREMENTS

URBAN REALM PLAN QUEEN STREET BUS INTERCHANGE ENTRY

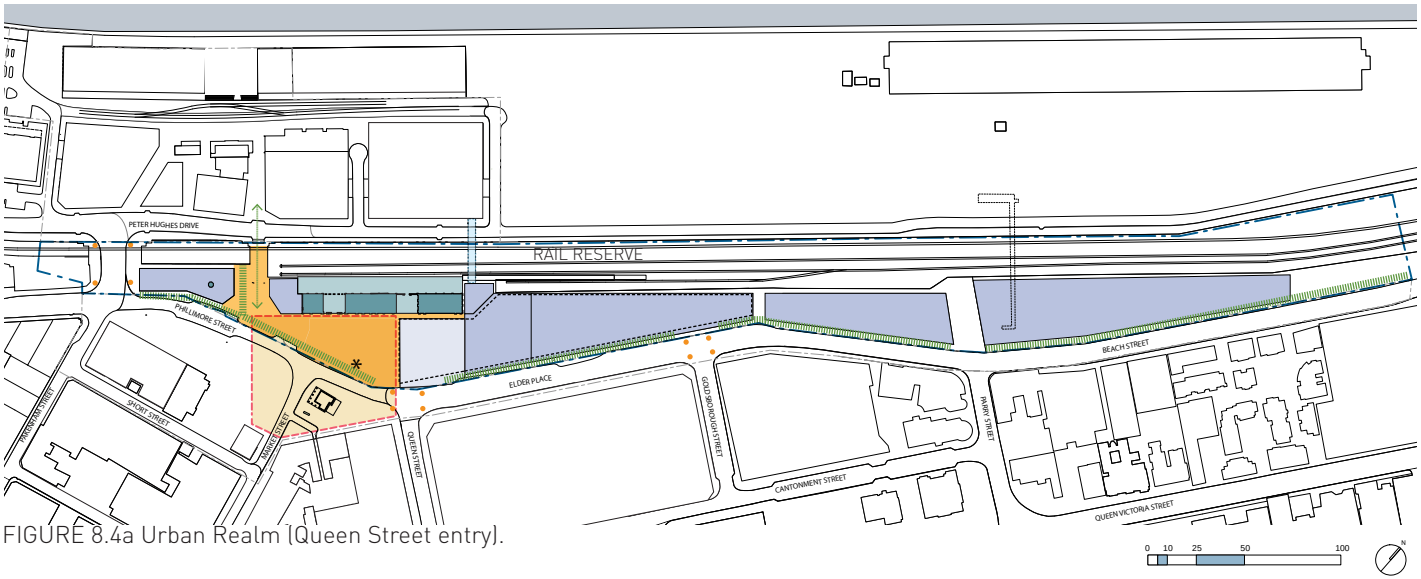

FIGURE 8.4a Urban Realm (Queen Street entry).

Urban Realm Key

- Fremantle Railway Station and Old Oil Store
- Station Square
- Pioneer Park Precinct area that forms part of the City Square
- Station forecourt
- Potential development blocks
- Bus operational area
- Queen Street entry concept at-grade bus operations area
- Potential public art sites
- Street tree planting
- Pedestrian overpass (subject to approval)
- Shared pedestrian/cycle path
- Traffic signals
- Fremantle Station Precinct boundary

BUILT FORM PLAN

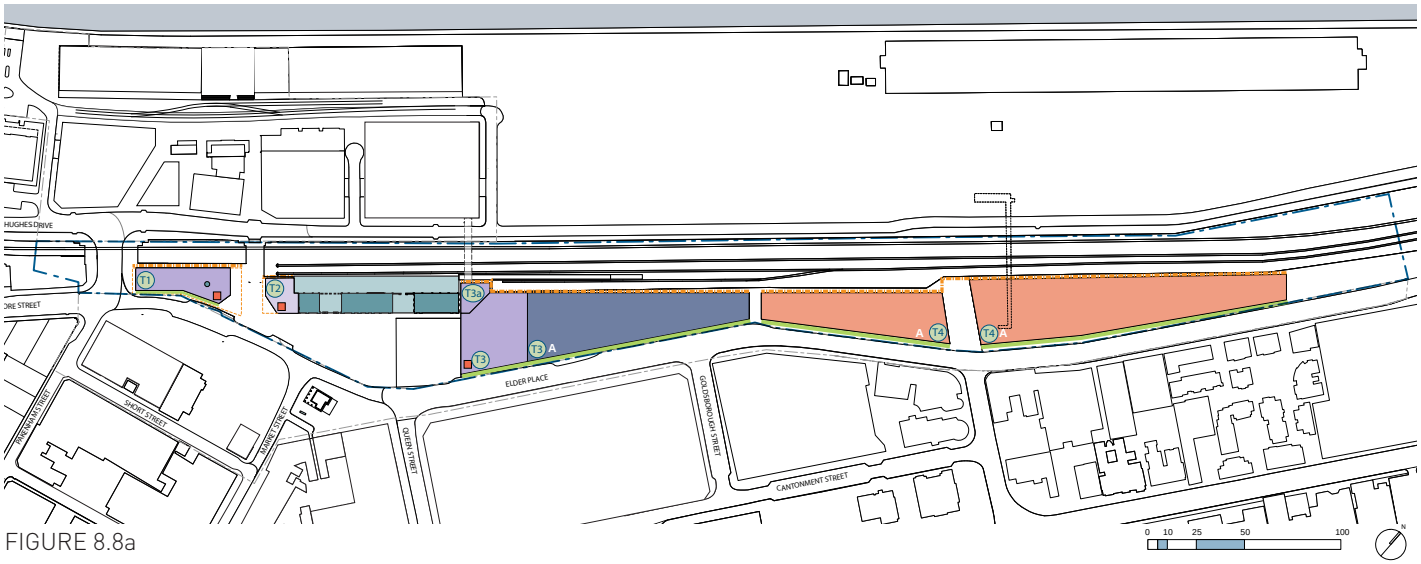

FIGURE 8.8a

Built Form Key

- Fremantle Railway Station and Old Oil Store
- 1 storey
- 2-3 storeys
- 3-4 storeys
- 4-6 storeys
- Key corner elements
- Awnings
- Setbacks (to be determined and approved by Officer of Rail Safety)
- Street setbacks (allow for min 2.5m pedestrian footpath and tree planting)
- T1 Building Type 1
- T2 Building Type 2
- T3a T3 Building Type 3
- T4 Building Type 4
- A Lift overrun, non-habitable services and roof design features may extend past maximum height
- Fremantle Station Precinct boundary

1.0 REGULATORY REQUIREMENTS

1.7 Table A - Planning Requirement for Station Precinct

8.8.3 Building Typology 3 cont.		DTC
	Building Typology 3a – maximum of 3 storeys, providing shared and secure access to the proposed airspace development (Building Typology 3), and secure access to and from Fremantle Railway Station	
	Any new development will require heritage consideration and/or approval (if required) in relation to the Fremantle Railway Station.	
	Approved setbacks and land use are to meet the Office of Rail Safety criteria.	
8.8.4 Building Typology 4		
	Building typology to be in accordance with Figure 8.8a Built Form Plan	
	A maximum of 3 storeys is permitted.	
	Vehicle entries to decked car parking are to have access off Beach and Elder Streets.	
	Ground floor to have commercial tenancies addressing existing streets with public open space aligning with the key Parry Street view corridor.	
	Approved setbacks and land use are to meet the Office of Rail Safety criteria.	
8.8.5 Building Setbacks		
	Building setbacks to be in accordance with Figure 8.8a Built Form Plan.	
	Development to provide a minimum 2.5m pedestrian footpath with a landscaped buffer.	
	Setbacks facing existing rail line to be determined and approved by Office of Rail Safety criteria, refer to Figure 8.8a for location of setbacks.	
8.8.6 Building Height		
	Building heights to be in accordance with Figure 8.8a Built Form Plan .	
8.8.7 Floor Levels VS Street Levels		
	All universal access requirements are to be in accordance with the Australian Standards.	
	All ground floor retail developments' 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 75% visually permeable.	

8.8.8 Facades		DTC
	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.	
	Facades facing onto the rail line shall be considered as a primary street facade and be designed to reflect this through articulation, and may include the use of material selection and openings.	
8.8.9 Awnings		
	Refer to Figure 8.8a for awning locations.	
	To provide relief from heat and direct sunlight, as well as shelter from rain showers, awning depth is to be a minimum of 2.1m.	
	All awnings and colonnades must have a minimum clearance height of 2.75m.	
8.8.10 Building Corners		
	Refer to Figure 8.8a for key locations	
	Buildings at corners shall address both street frontages and given strong architectural expression at street level.	
	Continuity of building material is acceptable where the corner is addressed through detail or aperture (small openings on façade and corners) design.	
8.8.11 Environmental Performance		
	New development shall follow the criteria specified in the Green Building Council of Australia's star rating system (IEQ-4-Daylight) for the provision of natural lighting to limit the need of daytime artificial lighting.	
8.8.14 Building Signage		
	Signage shall be integrated into the architectural composition of it's building.	

1.0 REGULATORY REQUIREMENTS

1.7 Table A - Planning Requirement for Station Precinct

8.8.15 Building Entrances		DTC
	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.	
	Vehicle building entry points shall be separate to pedestrian entrances and clearly defined through signage, building articulation or physical separation.	
	The primary and secondary roles of different entries (public and service entry) and to be clearly identifiable.	
	Building entrances shall improve the presentation of the development to the street by: 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; and b. Creating a clear physical and visual connection between street and entry.	
8.8.16 Building Services: Air Conditioning and Plant		
	Air conditioning units, piped and wired services must not be visible from the public realm.	
	Site services shall not affect the amenity of the building or the public realm through excessive noise or odour.	
8.8.17 Noise and Vibration		
	All development must be supported by a noise and vibration assessment report. Assessment report must demonstrate that impacts of noise and vibration from the adjacent rail line will be appropriately mitigated.	
	Refer State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning.	

8.8.18 Waste		DTC
	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. Note T1 (refer to Figure 8.2a) may require exemptions due to limited service access.	
	Proponents shall provide council with a waste collection strategy prior to development approval, and provide WAPC with a waste collection strategy as part of a Development Approval.	
8.9 ACCESS AND PARKING		
8.9.1 Access		
	Vehicle crossovers are to be minimised, consolidated and shared where possible as per the City of Fremantle's Local Planning Policy Precinct 5 - Central.	
8.9.2 Car Parking Locations and 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.	
	Parcel 1 (refer to Figure 9.2a) has limited access and parking options. Parcel 1 shall be developed under the framework of development within an Activity Centre and not be required to meet standard parking policy provisions	
8.9.3 Mixed Use Buildings and Multi-Decked Car Parking		
	To be provided generally above ground floors, sleeved by other uses (commercial or retail) or appropriately screened with façade articulation.	

1.0 REGULATORY REQUIREMENTS

1.7 Table A - Planning Requirement for Station Precinct

8.10 HERITAGE VALUE PROTECTION		DTC
8.10.5 Spaces and Elements of Primary Significance		
	Places of Primary Significance (refer to Clause 8.10.5 of the Precinct Plan for listed places) shall be conserved. They may be adapted to an alternative use providing the heritage values of place are retained.	
	Proposed changes or development to the building, place or space shall ensure that the design intent of the space or place remains legible.	
	Small structural changes to places of Primary Significance are permissible, subject to heritage approval and should be carefully done in a contemporary manner.	
	Additions and integration to places of Primary Significance with other built elements may be possible, providing the integrity of the place is retained and subject to heritage approval.	
	Fremantle Railway Station extensions may be appropriate to the west, where an extension was originally intended, and to the east as a separate building subject to heritage approval. Both cases must be responsive to the planning principles of the station building.	
	Where shelters are necessary, they are to be as few in number as practical and of a high standard of contemporary design with a high degree of transparency so that view corridors to the railway station are not interrupted.	

Heritage Key

ITEMS TO BE RETAINED OR DEVELOPED

- 1 Fremantle Railway Station
- 2 Old Oil Store
- 3 Open spaces and circulation
- Possible new development
- New Pakenham Street extension and railway crossing
- New pedestrian at-grade railway crossing
- Fremantle Station Precinct Boundary

SPACES OR ELEMENTS OF LITTLE OR NO SIGNIFICANCE

- A Existing pedestrian rail crossing
- B Existing disused track
- C Existing billboard advertising structure
- D Existing station relay room
- E Existing pedestrian overpass

- Fremantle Station Precinct boundary

EXISTING HERITAGE AND STRUCTURE WITH PROPOSED NEW DEVELOPMENT PLAN

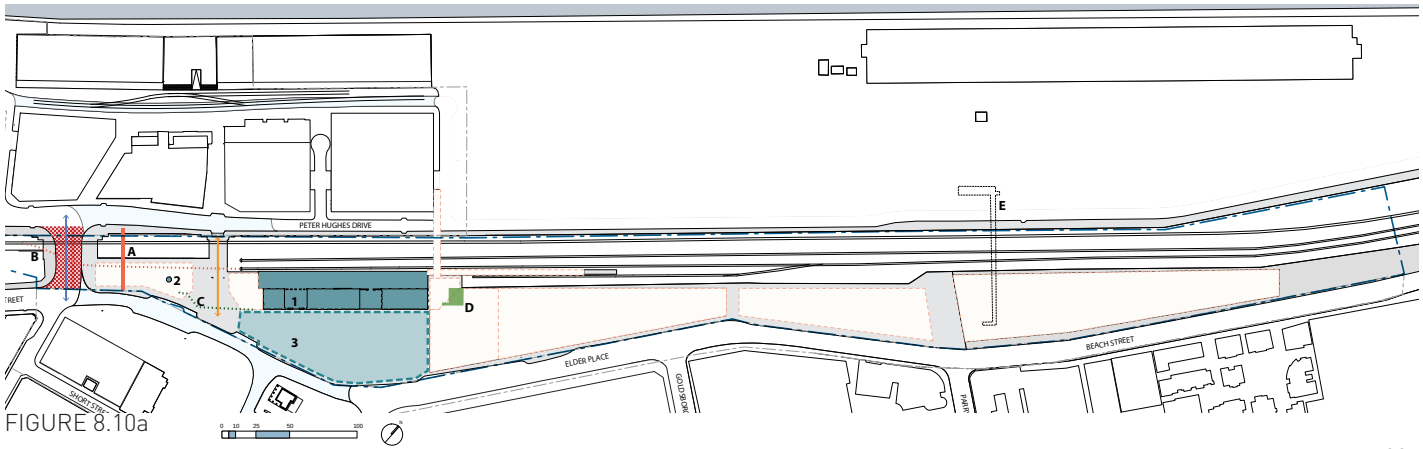

FIGURE 8.10a

1.0 REGULATORY REQUIREMENTS

1.7 Table A - Planning Requirement for Station Precinct

8.11 ADDITIONAL PERFORMANCE CRITERIA		
The criteria below are designed to generate sustainable, community benefit from development beyond that achieved through meeting Components of the Plan 8.1-8.10. Floor area yield, car parking and building height control may be relaxed, maximum storeys are indicated in Figure 8.8a. The built-form benefits are to be assessed against the below criteria. 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 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.	
	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.	

FREMANTLE STATION 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.

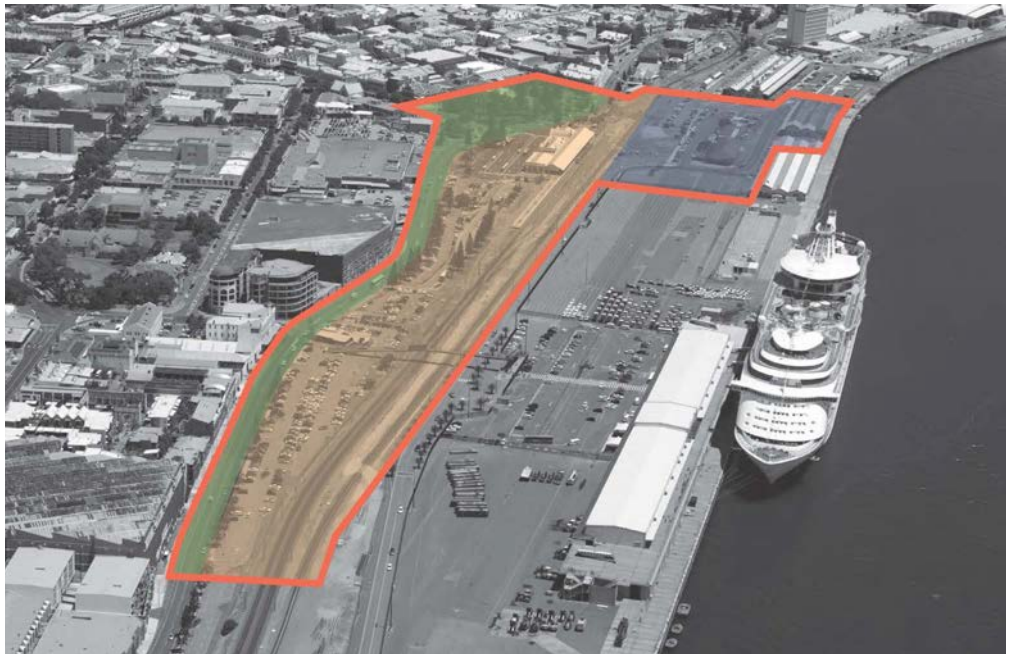
The Precinct 'Enabling' Plan for the Fremantle Station Precinct has been developed simultaneously with Precinct Plans for the Victoria Quay Commercial and the City of Fremantle's Pioneer Park and surrounding public areas. Development in each of these precincts impacts on the adjacent precincts, this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

The Station Precinct Plan provides design and land use guidance which can be used as a framework to further develop detail designs for potential commercial and decked car parking developments.

The Precinct Plan considers key elements which influence the outcomes of development of the area including town planning, existing urban design strategies, 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.

Fremantle Railway Station, showing existing bus interchange area.



The project area containing the three precincts. Not to scale. Fremantle Railway Station and adjoining PTA land in light orange (6.4 ha)

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 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.

It is paramount that any future development is compatible with the needs of the working port and, for this reason, Fremantle Ports intends to retain a high level of control over planning and implementation of any future development.

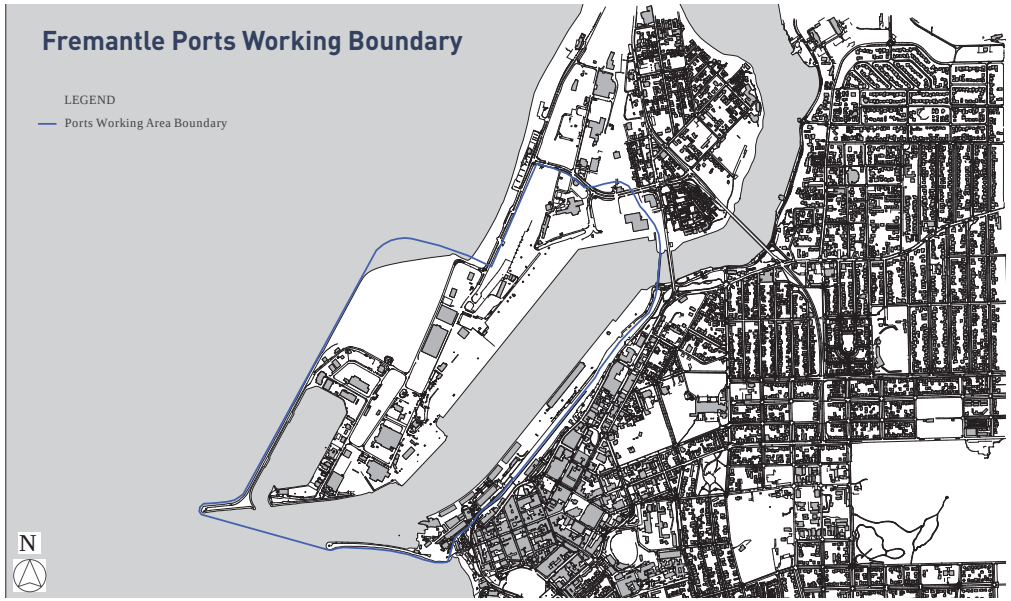
At the same time, the value and importance of stakeholder input is well recognised and a Victoria Quay Waterfront Stakeholder Reference Group was established as part of the consultation process, in particular to assist with the development of three precincts.

Fremantle Railway Station is the busiest station on the Fremantle Rail Line outside of Perth City. In 2011, it attracted 1,531 boardings and 990 alightings in the AM peak period.

The Public Transport Authority requires that the operational needs of feeder buses to and from Fremantle Railway Station are met as per future forecasts. Based on March 2012 data, about 25% of daily boardings are bus/train transfers. Bus/train to car transfers are serviced by provision of Kiss 'n' Ride and Park 'n' Ride spaces.

The draft document Public Transport for Perth in 2031 proposes a bus rapid transit (BRT) link between Fremantle Station and the Cockburn Coast development. Implementation of this Stage 1 project is planned pre-2020. Stage 2 is planned for 2020 - 2031 with projects for the extension of the Stage 1 BRT to Rockingham (via Latitude 32). BRT east-west connections are also proposed linking Fremantle, Murdoch and Cannington.

Potential constraints upon the site from rail freight activity (currently relatively low but forecast to increase) and the proximity of Fremantle Port mean that sensitive uses (including residential development) are prohibited. The focus is therefore on commercial uses for new developments around Fremantle Station.



Recreational fishing at Victoria Quay.

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 as well as exploring development scenarios for other sites within the Fremantle Waterfront Masterplan.

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:

- All organisations participating in the Fremantle Union to work collaboratively and transparently
- The preparation of an overall Structure Plan for the City of Fremantle
- The development of a Precinct Plan for the Fremantle CBD and Kings Square
- The 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 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

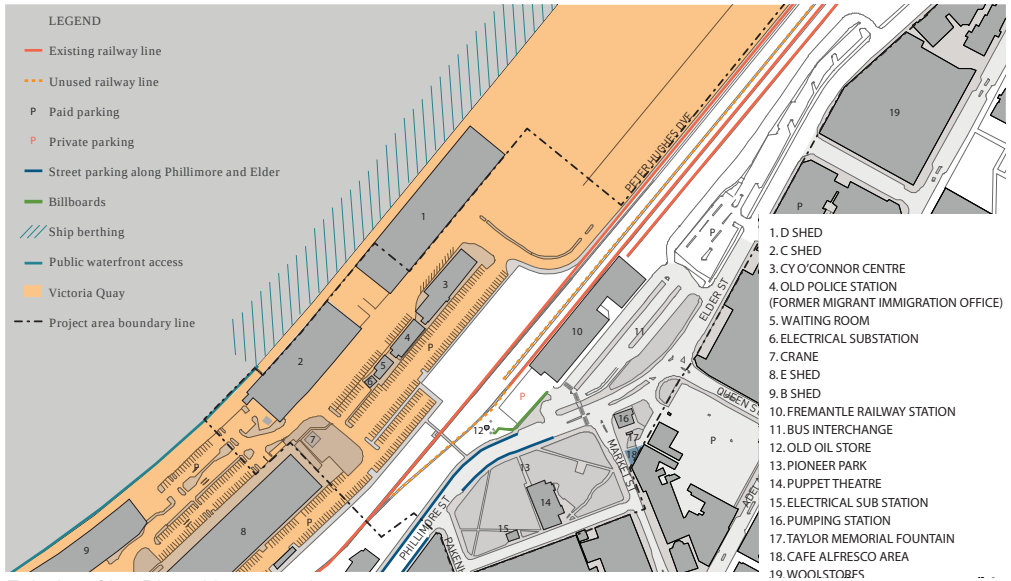
2.5 'Enabling' Precinct Plan Area

The area generally defined as the Station Precinct is the land around the Fremantle Railway Station, extending along the railway and Beach Street, past Parry Street. It encompasses the station forecourt currently used for the Transperth bus interchange and large areas for passenger and staff carparking.

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

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 endorsement 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.



Existing Site Plan. Not to scale.


Part of the Fremantle Station 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 of two complementary documents:

PART I:

The Precinct Plan consolidates the enduring aspects that describe and provide guidance for the physical development of the Station 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 material 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 Fremantle Station Precinct that embraces its role as the junction between the city and waterfront.

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 of 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 describes the recommended approach to the development of the Station Precinct with respect to the parcel breakdown, development parameters and potential development program.

10.0 IMPLEMENTATION

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

3.0

Consultation Process

3.0 CONSULTATION PROCESS

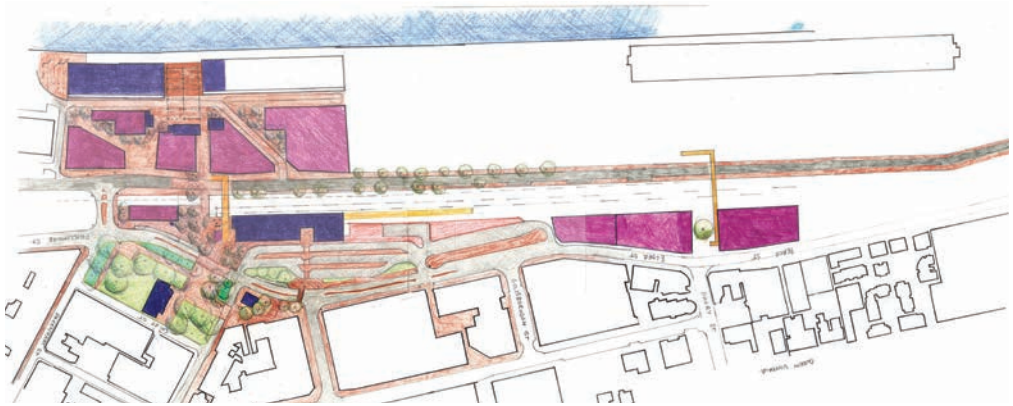
3.1 'Enabling' Precinct Plans

In preparing the Precinct Plans, key issues affecting the development of all three precincts have been assessed and analysed. These include town planning, urban design, transport, traffic, infrastructure, heritage, economic development, land uses, social aspects, landscaping, environmental and cultural issues.

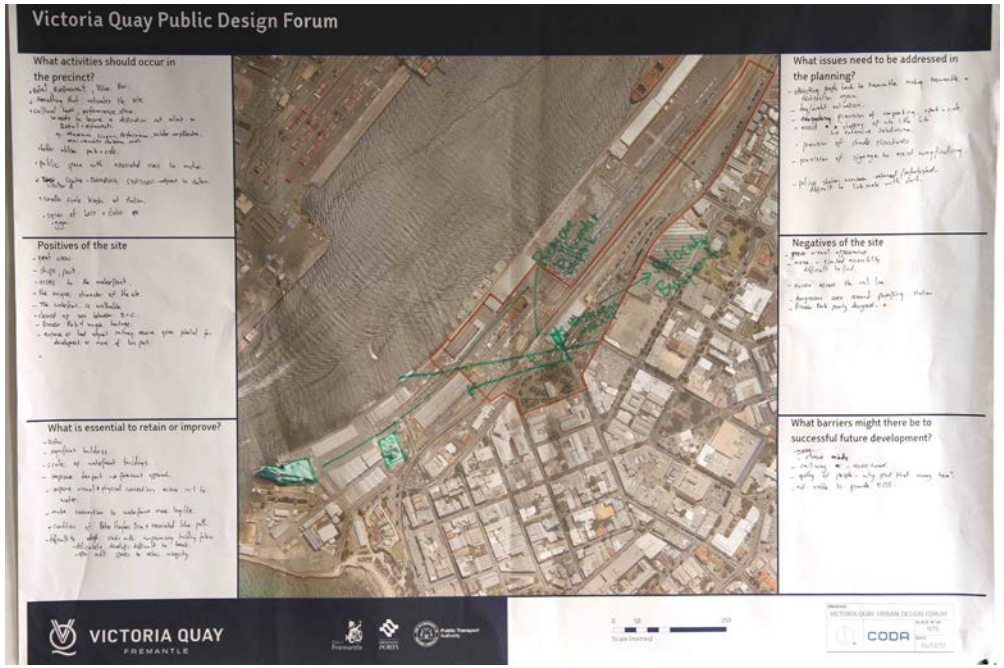
Key urban design principles as well as constraints and opportunities for urban form have been examined. These include building footprints (scale and mass), heights of buildings, view corridors, legibility of urban form, open spaces, streetscape, connectivity between areas, landscaping, public art, pedestrian and vehicle movement.

Urban Design Forum (UDF).

Notre Dame University workshop.



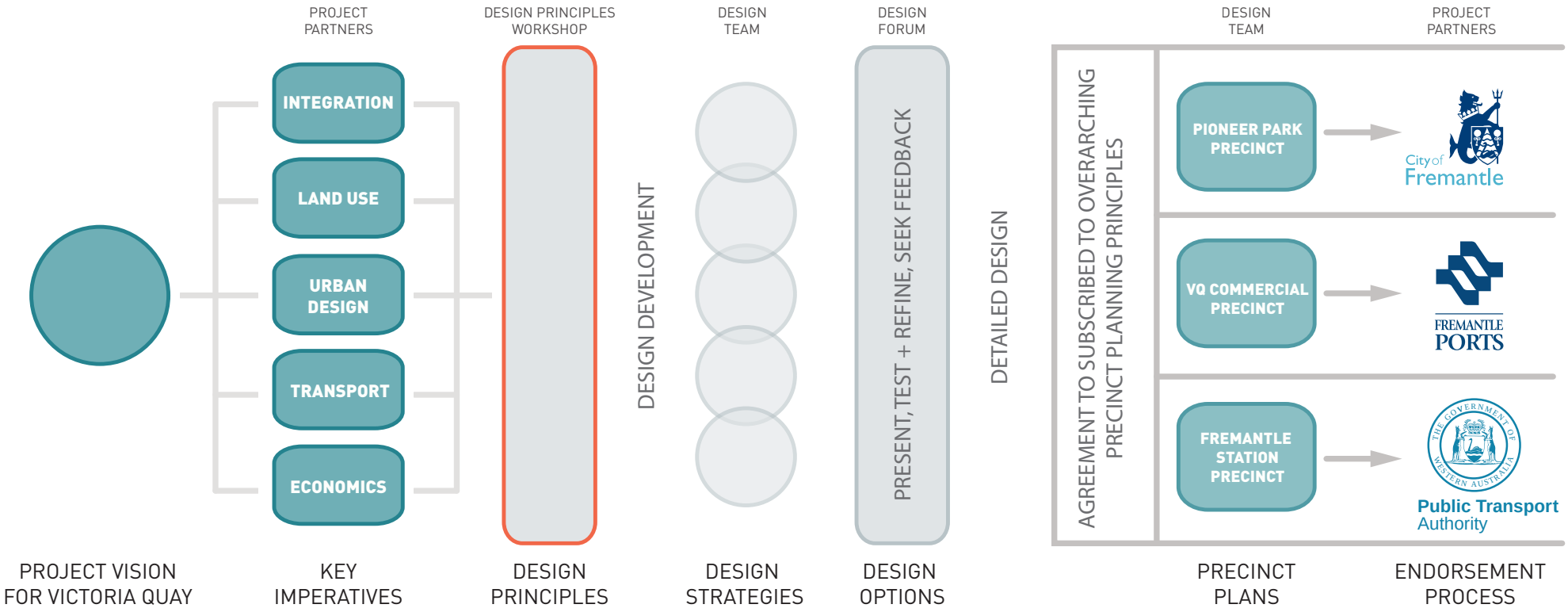
Development scenario outcome from Day 2 of UDF.
Scenario 3: View Cones.



Community Feedback on Day 1 of the UDF.

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 liason with the other project partners (CoF, PTA) and the DoP to ensure consistency and acceptance in regards to each Precinct Plans 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).

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 is 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.

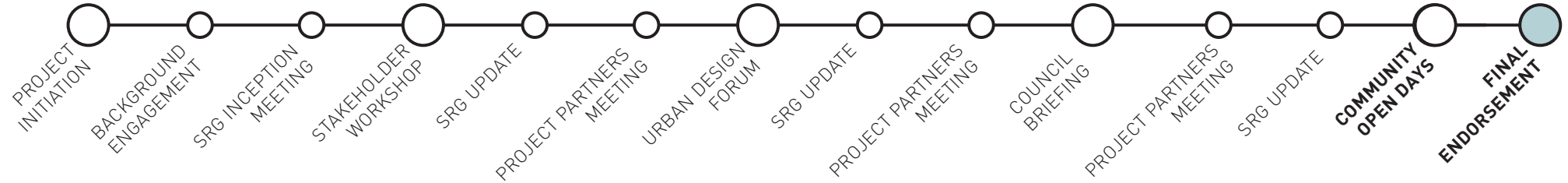
The SRG was responsible for its own governance but Fremantle Ports provided administrative support.

VICTORIA QUAY WATERFRONT STAKEHOLDER REFERENCE GROUP MEMBERS

Stuart Hicks, AO, Chair	Fremantle Union
Franco Andreone	Fremantle Ports
Ainslie de Vos	Fremantle Ports
Phil St John	City of Fremantle
Ian James	City of Fremantle
Martin White	PTA
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	Rottnest Express
Phil Kemp	Business Foundations
	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)
Integration		
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.
Land Use		
Rich mix of commercial, retail and visitor-related land uses as outlined in the Fremantle Waterfront Masterplan 2000. 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. 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.	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.	Bus, Rail and Park and Ride operations cannot be compromised. Secure staff parking facility must be provided adjacent to the train station.

3.0 CONSULTATION PROCESS

3.5 Project Partners' Key Imperatives

Fremantle Ports (FP)	City of Fremantle (CoF)	Public Transport Authority (PTA)
Urban Design		
Urban design needs to demonstrate a high quality response with regard to the urban realm and 'civic spaces'. 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.	Maintain critical view corridors between the city centre and waterfront. 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.	Consistent with the Phillimore Street Master Plan.
Transport		
The Commercial Precinct site needs to link with the transport hub located at the Fremantle Railway Station.	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. Fremantle Station to be retained and reinvigorated as the key public transit hub within the city centre.	Preservation and, if possible, enhancement of the efficiency of transport operations. Public transport service levels to be retained to ensure patrons are not disadvantaged. Ensure planned service growth for rail, bus and parking services are catered for.
Economics		
Any proposed development of the Commercial Precinct site will need to provide Fremantle Ports with a fair commercial return.	Development that is integrated with the economy of the Fremantle CBD and significantly contributes to its economic vibrancy. Further issues to be investigated: Incorporation of a mix of land uses which, whilst ensuring consistency with the working port, can provide for public space activation outside business hours. Enhanced ability to facilitate use of Victoria Quay by cruise ship tourists. Opportunities for shared parking provision with the City.	No cost to PTA's capital or operating budgets. Fair commercial return for the use of PTA's assets (including use of land for vehicle or pedestrian crossovers).

4.0

Planning Context

4.0 PLANNING CONTEXT

4.1 Process Overview

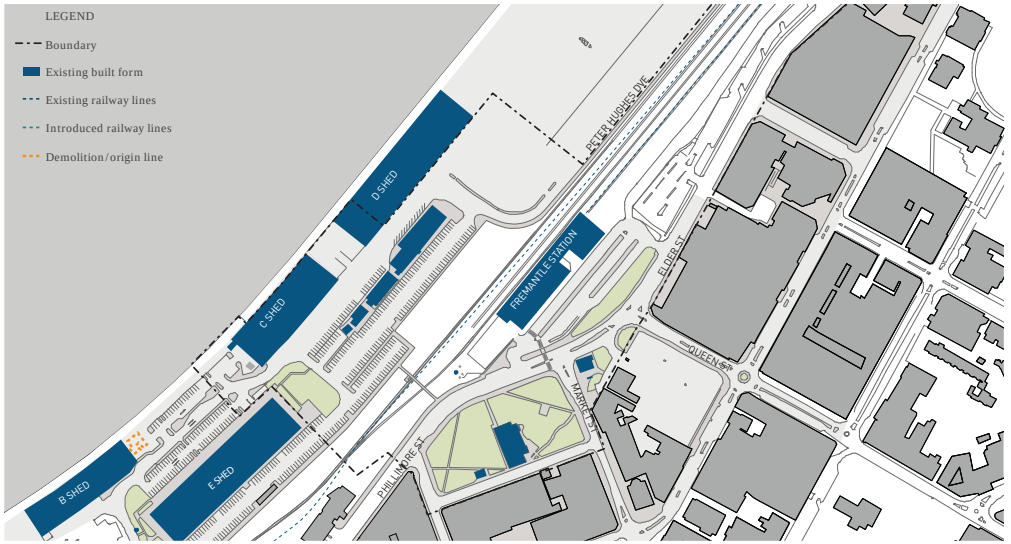
In formulating a comprehensive understanding of the Fremantle Station Precinct and its environs, as well as its potential, a detailed background review was undertaken that included the following:

- The historical development of the area
- The past plans and studies undertaken for the Public Transport Authority (PTA) and the City of Fremantle relevant to the precinct and surrounding areas
- 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 place, 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.

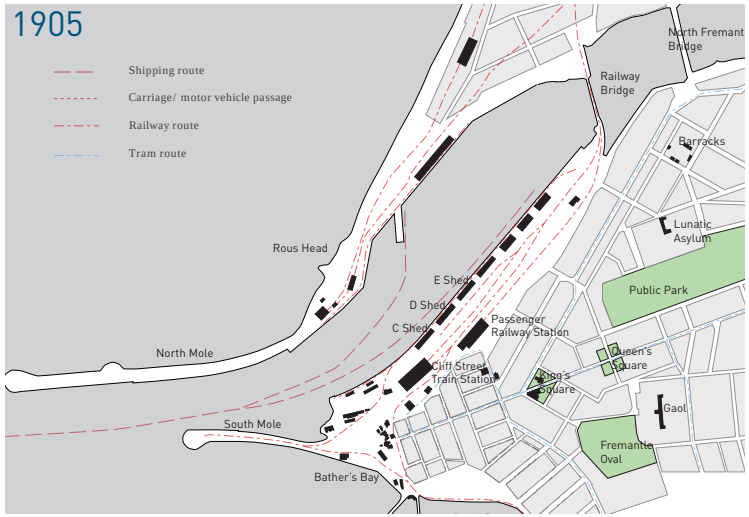


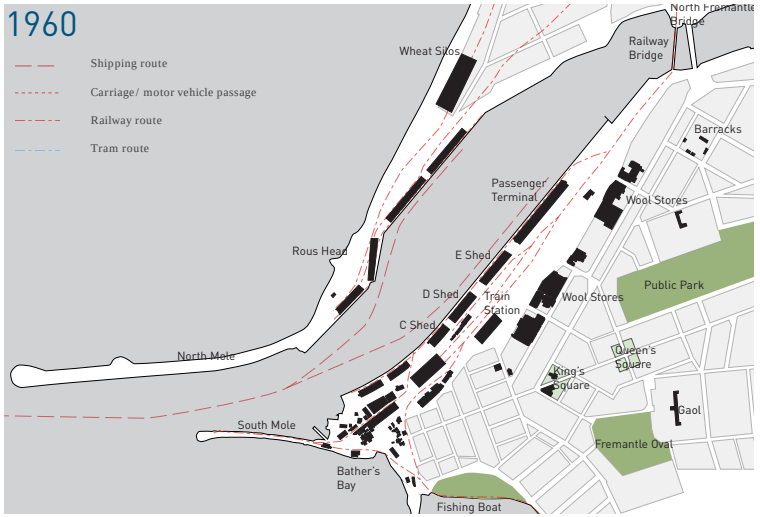
Existing buildings within the three precincts. Not to scale.

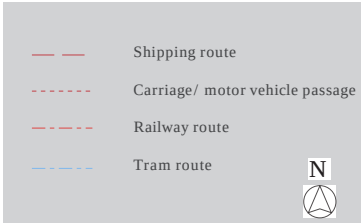
Potential Building Sites and Uses. Not to scale.

4.0 PLANNING CONTEXT

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







4.0 PLANNING CONTEXT

4.3 Development History: Fremantle Station

The first rail line to Fremantle was built in 1881 with a platform erected next to Cliff Street. It was the arrival and departure point of trains to Perth, the Goldfields and the South West, as well as an essential economic link between the harbour at Fremantle and the major population centre of Perth.

As demand grew, a new railway station was planned. The new station was designed by William Dartnell, Chief Engineer of Existing Lines of the Railway Department, and opened on Friday July 5th 1907.

The Station was classified by the National Trust in 1974 and is listed on the Register of the National Estate and Register of Heritage Places.

The Fremantle Railway Station is a landmark building that terminates the vista from Market Street and is an imposing structure on Phillimore Street. It is part of a cohesive group of early twentieth century buildings along Phillimore Street and part of a number of important Fremantle buildings associated with rail, port and maritime operations.

The PTA has been undertaking a multi-million dollar staged conservation program since 2005 to restore Fremantle Station.

An excerpt from Northern Times, 6th July 1907 describes:

"The new railway station at Fremantle was opened yesterday. The new building is a handsome structure and does credit to the port...it is probable that the triangular piece of ground in front of the station will be planted. Should that be done it would add greatly to the appearance of the station..."

Fremantle Railway Station 1923.

Fremantle Railway Station 1974.

Fremantle Railway Station February 1924, Special Service Squadron March.

4.0 PLANNING CONTEXT

4.4 Planning 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 improve linkages between the Fremantle city centre and the Victoria Quay waterfront. The masterplan 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. The PTA supported this concept design that included bus priority in the form of short bus lanes on Phillimore Street for the Queen Street bus services.

AMENDMENT 49

Amendment 49 to Local Planning Scheme No. 4 was adopted by the City of Fremantle in 2013. The Amendment establishes 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 underpins 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.

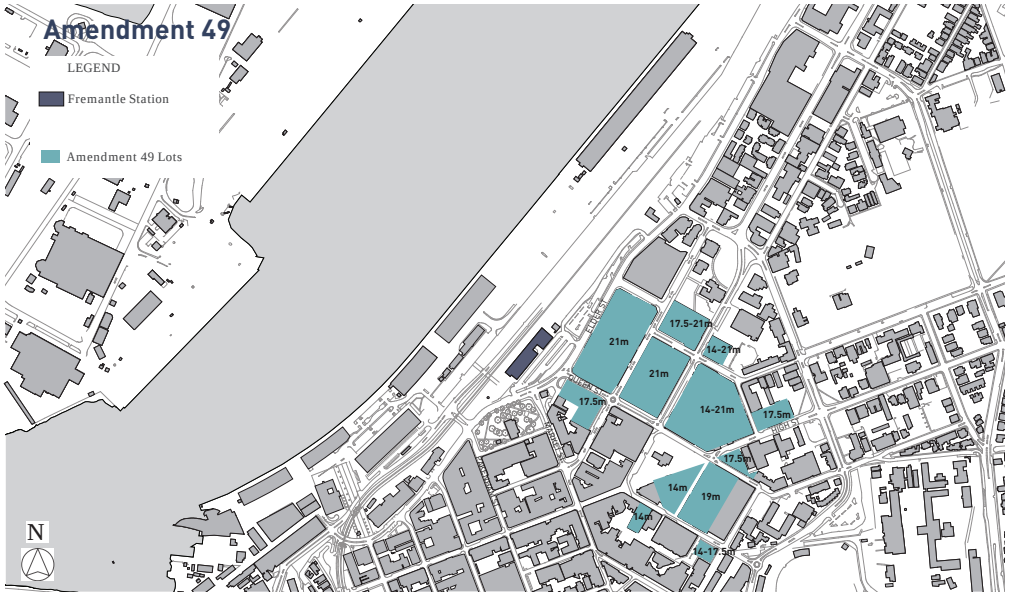
The City of Fremantle is one of the potential Primary Activity Centres identified in the Perth and Peel region. To achieve this status, the City of Fremantle is required to prepare a Structure Plan which sets out a more detailed spatial framework and strategic plan specific to future development in Fremantle.

The Fremantle Station Precinct Plan, Victoria Quay Commercial 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 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.

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 Fremantle Station Precinct needs to consider its impact on the West End.



4.0 PLANNING CONTEXT

4.5 Existing Conditions

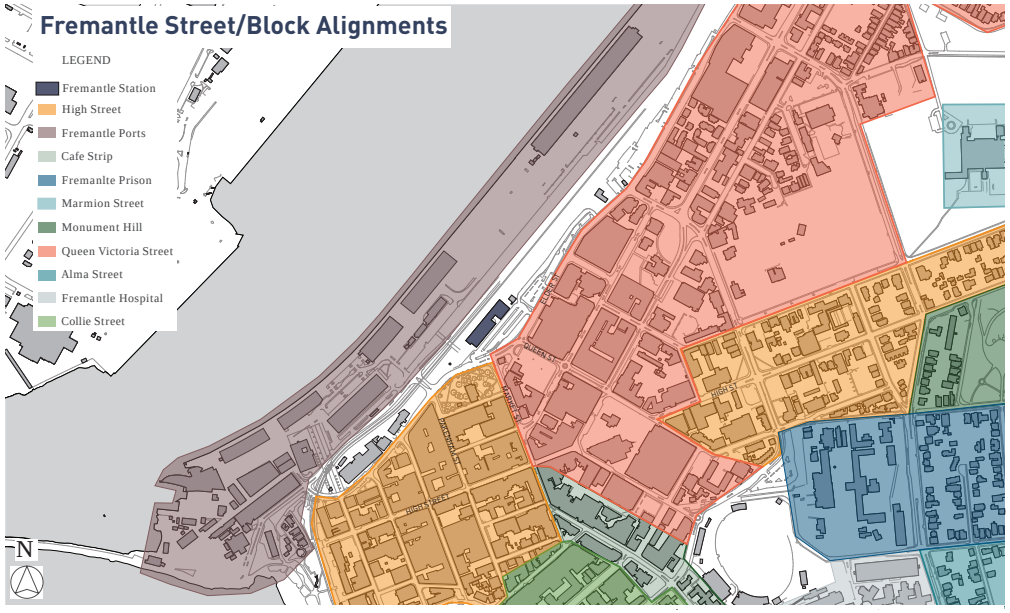
URBAN CONTEXT

The architectural heritage of the City of Fremantle reflects periods of economic prosperity and decline which, in turn, provides a variety of architectural expression.

Topographical features shaped the City's layout as shown in adjacent diagram. Central Fremantle "can be described as consisting of four interlocking areas. Each area is oriented to suit the broadening of the peninsula and the consequent change in direction of the shoreline.... The distinctive block shapes and sizes as well as orientations, street widths, and the size of the lots that subdivided the blocks... giving each area a different character since the variations helped to define the urban grain and, together with other factors such as location, influenced the patterns of use and activity in the precincts" (Central Fremantle Planning Area, Kelsall Binet Architects, February 2012).

The Station Precinct is situated at the transition point between the densely urban "West End Conservation Area" and the "Harbourside" area typified by former warehouses associated with port activities.

The Railway Station forecourt is dominated by the Transperth bus interchange. Its largely unarticulated openness is in contrast to denser areas of Fremantle such as the West End.



Existing Shed C sits within the Commercial Precinct.

The West End of Fremantle, a dense urban setting.

Former Woolstores building opposite railway, typical harbourside area building.

4.0 PLANNING CONTEXT

4.5 Existing Conditions

HERITAGE PLACES

Fremantle Railway Station is included on the State Register of Heritage Places and is covered by a Conservation Plan. Fremantle Railway Station, its forecourt and land to the east and west of the station is included in the State Register. The north-eastern rail corridor beyond a point mid way along the Woolstores and to the north east is not included in the SHO's ambit.

The City of Fremantle's West End Conservation Area Policy includes Fremantle Railway Station and Pioneer Park, but not Victoria Quay. The Fremantle Railway Station Conservation Plan 1999 was prepared to assist in managing heritage values and to guide development. Development will be guided by this policy.

Heritage Council advice must be sought by the approving authority for any development in the registered curtilage.

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 registered place.

PRIMARY SIGNIFICANCE

- Main station building, platform and associated open spaces and circulation
- Oil Store (small hexagonal structure to west of the main station building)

SECONDARY

There are no spaces or places in the Station precinct of secondary significance.

LITTLE OR NO SIGNIFICANCE

- Single storey station relay room
- Bus shelters, signs and seats
- Northern platform extension.

FREMANTLE RAILWAY STATION

The recently restored Fremantle Railway Station is a large, single storey, rectangular building in the Federation Free Classical style completed in 1907.

Fremantle Railway Station.

It features a rare example of a large train-hall roof, generous entrance hall with imposing arched windows, and particularly finely detailed wrought-iron station gates. The building sits on a plinth of rock faced stonework and two courses of large coursed stone. The decorative parapet also features three swans either side and above the arched entrance. The facade is constructed from Donnybrook sandstone and red brickwork.

Together with associated platforms, rail tracks and a separate single storey hexagonal structure (former Old Oil Store) the place has primary cultural heritage significance because of the architectural quality of the station building and the historical links with Fremantle's maritime history. Its imposing style serves as an important reminder of the historical importance of Fremantle as Western Australia's principal twentieth century port town. It is one of a number of important buildings associated with rail, port and maritime operations built in the early 1900's to serve the towns growth following the construction of the harbour.

ADJACENT WEST END VERNACULAR

The design of buildings in central Fremantle's Goldrush era streets are also important to new development proposed in the Station Precinct. These existing buildings have finely detailed and articulated generally two storey facades proportioned according to the classical geometry popular in the early nineteenth century.

From ground floor to roof, these buildings display a hierarchy of parts, with visually open ground floor shops (windows starting at 300-400mm above footpath level and extending to ceilings about 4m high) and more solid walls punctuated with vertical windows above.

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

Market Street building facades.

4.0 PLANNING CONTEXT

4.5 Existing Conditions

PREVIOUS RAIL CROSSING APPROVALS

Approvals from the WAPC for proposed new at-grade rail crossings for both pedestrians and vehicles at Packenham Street and improved crossings adjacent to Fremantle Station and at Cliff Street have now lapsed.

PREVIOUS BUS INTERCHANGE CONCEPT

Three options for the interchange were developed by the PTA in 2009 but, as yet, these plans are yet to be progressed to implementation. The proposals included relocation of the bus interchange further east in order to provide a pedestrianised plaza to the west of Market Street.

The 2009 Sinclair Knight Merz (SKM) Bus Interchange was developed as a response to the Phillimore Street Integrated Masterplan and was agreed to as the base position to work from.

PREVIOUS ROAD REALIGNMENT CONCEPTS.

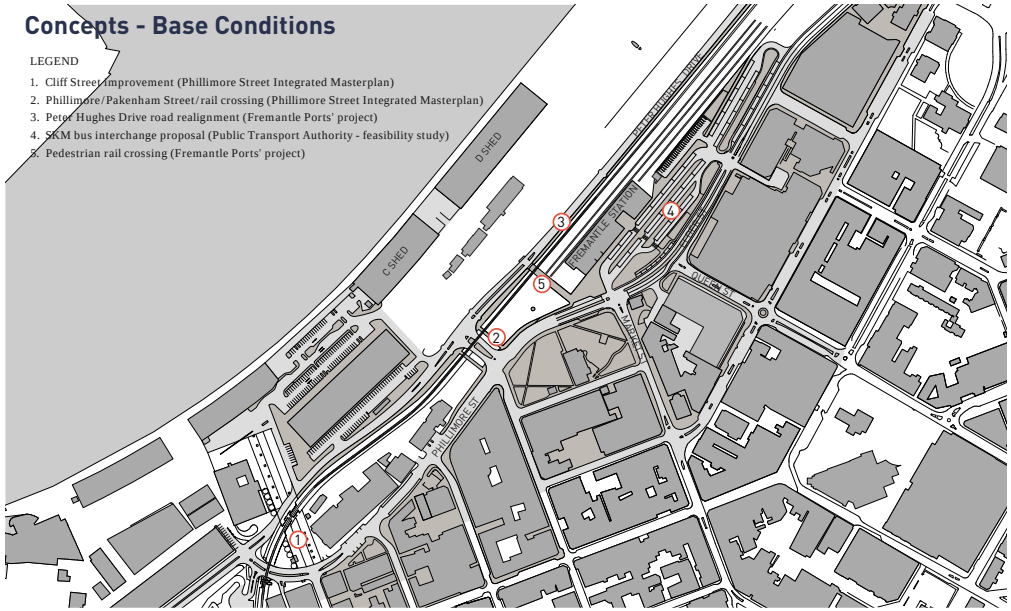
Various masterplans for the precinct have included options to improve the movement network for vehicles, pedestrians and cyclists including:

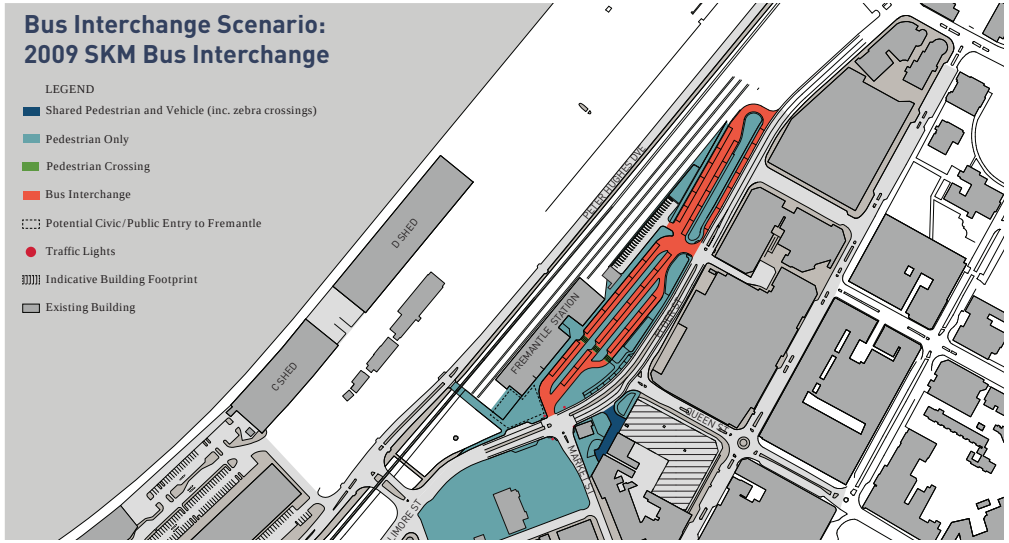
- Reconfiguration of bus access and stops/interchange at the front of the station Introduction of a signalised intersection at Market Street/Phillimore Street/station access.
- Extending Packenham Street north across the freight rail line (introducing a new level crossing) to allow vehicle and pedestrian access to Victoria Quay. There is a twin set of dual gauge tracks in this location. The intersection of Phillimore and Packenham Streets would be signalised.
- Pedestrian promenade and landscape improvements through Pioneer Park.
- Cliff Street north of Phillimore Street closed to through vehicle traffic and transformed to a pedestrian boulevard.
- New at-grade pedestrian crossing of the railway line west of the station (exact location not defined).

ROAD NETWORK OVERVIEW

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

There is a number of narrow one-way streets in the vicinity of the precincts, which further limits circulation patterns. The freight rail line also forms a barrier to movement for cars, pedestrians and cyclists, limiting the permeability of the movement network.





4.0 PLANNING CONTEXT

4.5 Existing Conditions

TRANSPORT

Fremantle is a hub for public transport services and experiences significant pedestrian activity. This results in a movement network that must be shared across a range of transport modes. This is epitomised by activity within the Fremantle Public Transport Interchange.

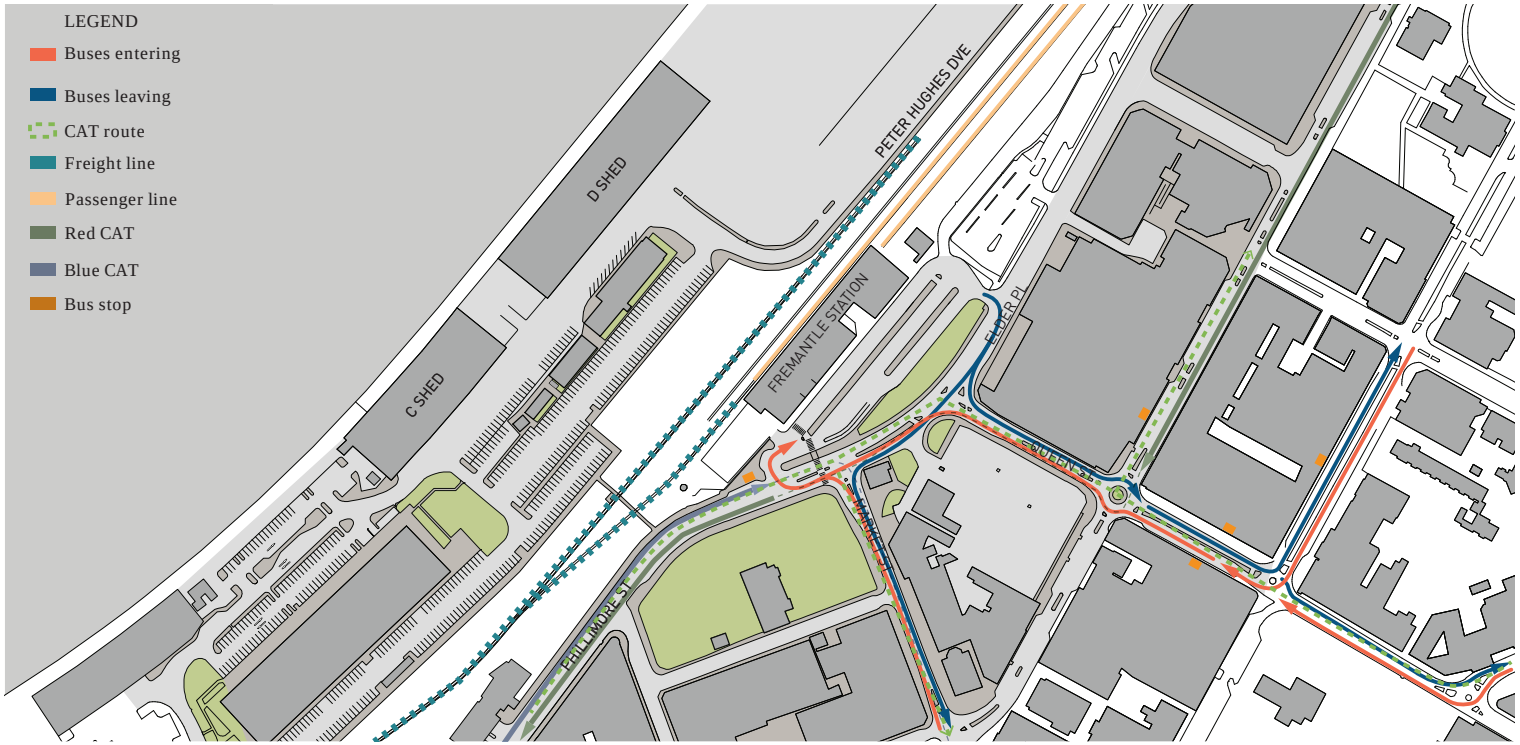
The freight rail line through Fremantle is single track, dual gauge (narrow and standard gauge) enabling both passenger and freight rail services to operate on the line. South of Robb Jetty Road, the line is operated by Brookfield Rail and north of this point is managed by Transperth. The at-grade passenger and freight rail lines that traverse the consolidated study area will present the project team with specific challenges. While current freight activity is low and passenger services terminate at Fremantle, these conditions are likely to change in the future.

Freight operations are forecast to increase. Unrestrained crossings of the rail lines between Fremantle Interchange and the Victoria Quay waterfront are therefore not possible assuming movement at grade.

The City of Fremantle has aspirations for the Rapid Transit Service (RTS) between Fremantle Rail Station and Cockburn Coast to take the form of light rapid transit (LRT) with a preference to utilise the corridor of the existing freight rail track. Further research is required to determine if there is sufficient width in the reserve for both services to operate independently as it is highly unlikely freight and RTS would be compatible.

The Department for Transport (DoT) in consultation with key stakeholders, including City of Fremantle, has identified the South Terrace and Market Street alignment as a strategic public transport route. As part of the Moving People Plan and the Smart Roads project, the route was designated as a priority route for public transport use over other modes of transport and the Circle Route bus rapid transit (BRT) and Cockburn Coast BRT projects both identify the current route as the best alignment into Fremantle Station. The Cockburn Coast BRT alignment in particular has been agreed with the City of Fremantle, a decision that was based on the need to support passenger access to destinations in the Fremantle CBD, a direct route from the Hampton Road bus lanes to Fremantle Station and the ability to incorporate bus priority infrastructure along South Street and the southern end of South Terrace.

EXISTING PUBLIC TRANSPORT LINKS



4.0 PLANNING CONTEXT

4.5 Existing Conditions

WAYFINDING

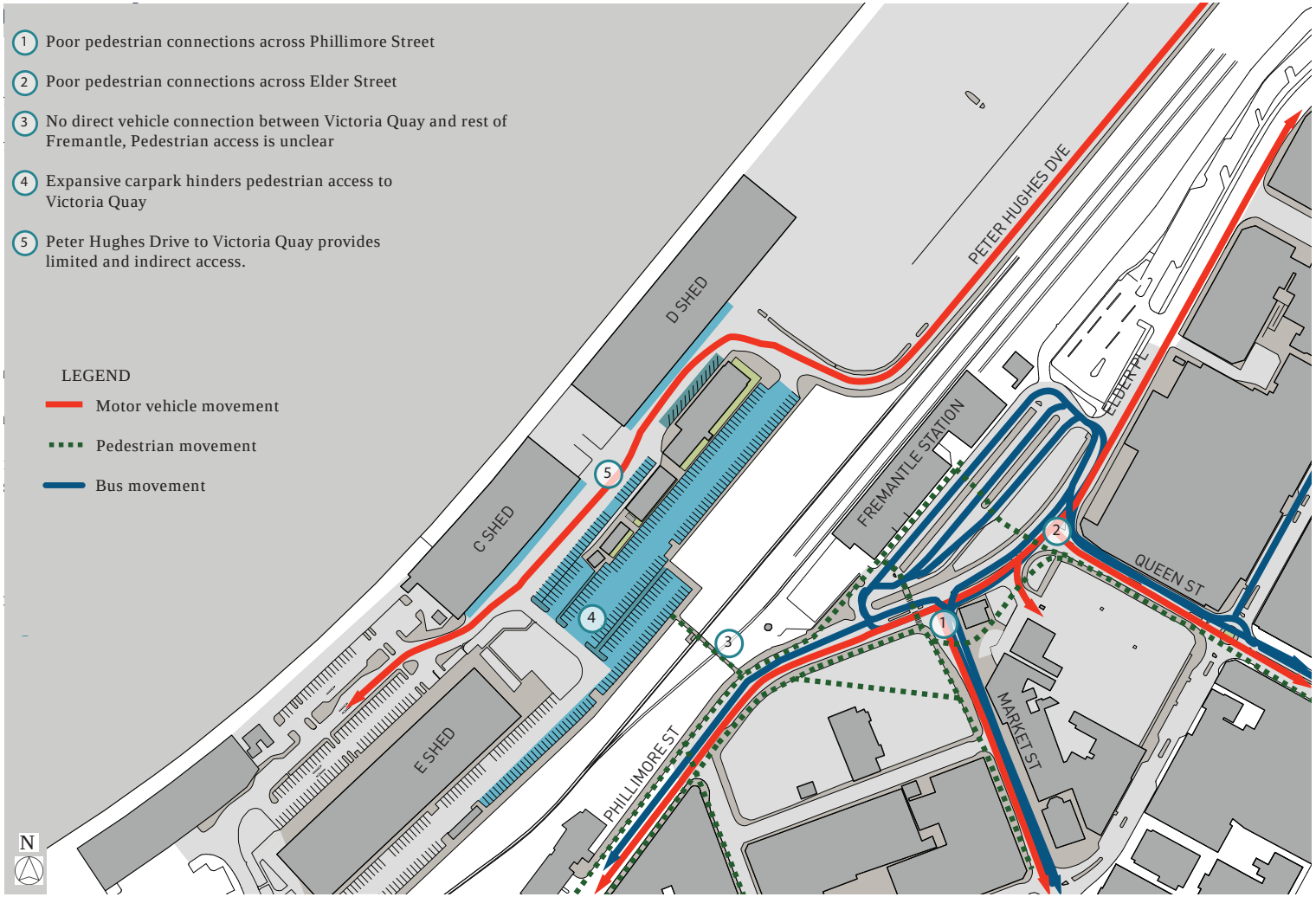
As a key arrival point into the city of Fremantle, The Fremantle Railway station building is one of the city's key landmarks. The route down Market Street to central Fremantle's "cappuccino strip" is immediately visible for passengers exiting the main hall of the station. However, routes over the railway tracks to Victoria Quay are currently difficult for pedestrians to locate.

ACCESS AND CIRCULATION

Safe, controlled pedestrian access across Phillimore Street and Elder Place is currently lacking in the vicinity of Fremantle Railway Station.

Although there is a pedestrian crossing on Phillimore Street between Market Street and the station, pedestrians need to walk through the entrance zone of the bus interchange to access the Fremantle Railway Station. With both buses and private vehicles having to give way here, the pedestrian crossing results in traffic congestion further north-east along Elder Place. There is no direct pedestrian crossing from Queen Street , intuitive routes traverse kerbs, mulch, lawn and through to the desired bus stop. Vehicles often use parking bays on Phillimore Street adjacent to Pioneer Park as Kiss'n'Ride rather than the official kiss and ride adjacent to commuter parking.

EXISTING VEHICLE AND PEDESTRIAN MOVEMENTS



4.0 PLANNING CONTEXT

4.5 Existing Conditions

PARKING

Car parking in Fremantle is relatively constrained and it is anticipated that further constraints will apply in future given the desirability of vehicle access management in the City. The Station Precinct currently provides 106 commuter car parking bays and 30 staff parking bays. Victoria Quay Commercial Precinct provides approximately 420 public, all day car parks.

At present commuter car parking within the study area costs $2 a day. This cheap commuter parking is situated at a very prime location, close to the city centre. A section of rail passengers will always present a demand for Park'n'Ride, regardless of the extent of the feeder bus network. Some passengers need to trip-chain for reasons such as picking up children, appointments, sporting training etc. The ability to drive to access train services is also ultimately convenient due to its door to door nature, and many passengers do so for this reason, not out of reliance. PTA intends to maintain this facility.

Existing at-grade public parking within the study area (PTA owned land, leased by City of Fremantle) is suitable for daily parking due to its low cost. These parking lots have the potential to increase their parking amenity through a decked parking development.

New residential development east of the site is expected to create new demand for short term parking in addition to reducing the supply of public long stay parking.

A greater mix of parking products (short, medium and long stay parking, on and off street, multi-deck) is expected to be needed to service the new development within the study area.

Management of this parking through the application of parking fees, time limits, monitoring and signage will be important.

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).

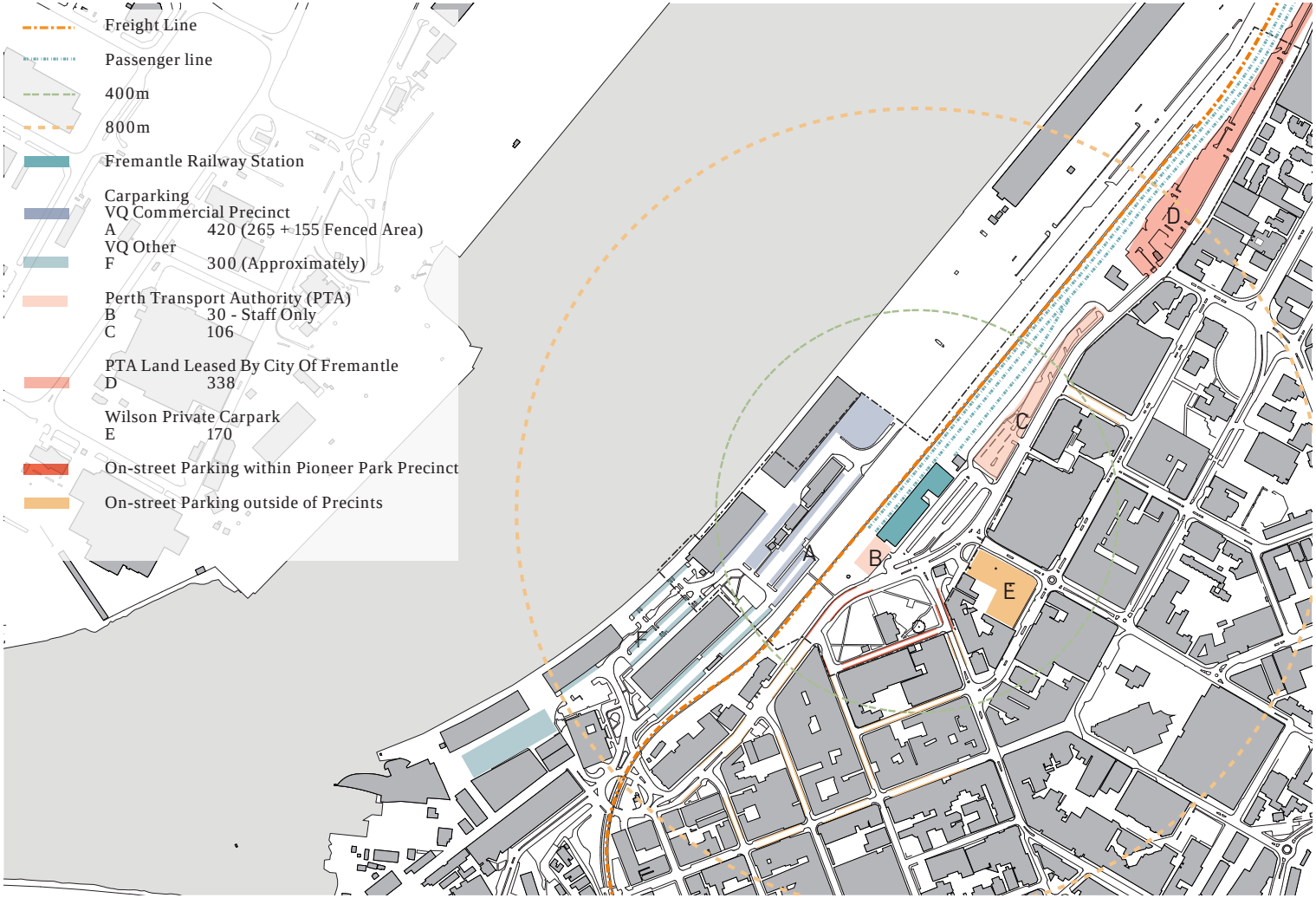
The Department of Planning is in the process of developing a new State Planning Policy, which will cap parking provision within activity centres. This will apply to Fremantle, when adopted, and generally take precedence over LPS 4 (as amended).

At the current time, 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 principle, parking supply should be in recognition of the excellent mode choices available in this location and the constrained nature of the road network.

4.5 Existing Conditions

EXISTING PARKING



4.0 PLANNING CONTEXT

4.5 Existing Conditions

ROAD NETWORK CAPACITY

There is very limited road capacity in Fremantle given historic development patterns and associated limitations on road reserve widths. However, traffic count data supplied by Main Roads WA and the City of Fremantle suggest that traffic levels have remained static or 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.

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

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

SERVICES

There is an existing telecommunications services building to the immediate east of Fremantle Railway Station.

A telstra pit is adjacent to the bus interchange but within the road reserve.

NOISE AND VIBRATION

In addition to passenger trains, the Station Precinct has a freight line with numbers predicted to increase to thirty 600m long trains per week by 2018.

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

Freight train passing through the precinct area.

Existing pedestrian crossing within the Station Precinct.

Existing pedestrian crossing environment looking southwest.

Pedestrian crossing from Fremantle Railway Station to Market Street.

4.0 PLANNING CONTEXT

4.5 Existing Conditions

LAND USE - FREMANTLE STATION PRECINCT

The Station Precinct is identified as 'Railway Reserve' by the WA Planning Department in its Metropolitan Region Scheme (MRS).

The land is currently used by the Public Transport Authority for bus and train passenger transport and services, and associated parking for passengers and staff. Freight trains also pass through the precinct. Large areas are reserved for operational uses, so remain inaccessible to public.

The Station Precinct lies 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 in order 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 35dB(A) is required)x
- Odour emanating from the Port.

The City of Fremantle has controls and guidelines for land uses within the Fremantle Ports Buffer Area.

PROCESS OF LEASING RAILWAY RESERVE LAND

PTA leases land for different purposes on currently unused Rail Reserve land. A DAP would need to be lodged with the local authorities (LGA) by the proponents with PTA's support (PTA has to sign the application). If there are any issues that the LGA has with the proposed use of a development, it may not proceed.

The PTA can only lease for up to 10 years without the Minister's consent. With the Minister's consent, the PTA can only lease land for 50 years maximum. Most of PTA's leases contain a break clause where if the land is required the lease can be cancelled. Regarding the development of the land in fee simple, PTA would need to discuss the matter with the Department of Planning (and the LGA). Refer to Part II: Background and Reference for land tenure plan detail.

PROCEEDS FROM PTA LAND DEVELOPMENT

Currently, any use of PTA land or assets by others will need to be financed separately from any proceeds of PTA land development. The PTA is not a developer though there are occasions where it has become involved; neither is it funded for any such development. If PTA was to develop the land it would be expected that the profits would accrue wholly to the PTA and the use of the funds derived determined by the PTA Executive in line with its priorities.

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

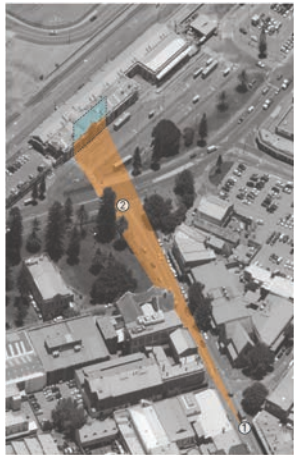
Metropolitan Region Scheme Land Use map.

4.0 PLANNING CONTEXT

4.5 Existing Conditions

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 precinct. The heights and footprints of new development shall be shaped to ensure minimal interruption to key views as outlined below.



Market Street View Cones.

View 1 - Consider view of Fremantle Station entry vault.

View 2.

4.0 PLANNING CONTEXT

4.5 Existing Conditions

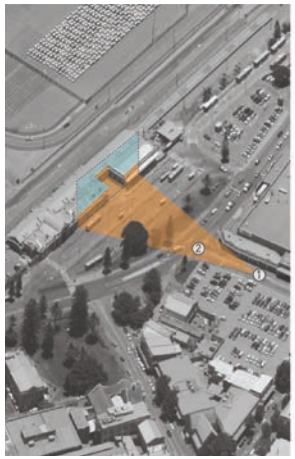
VIEWS FROM THE CITY CENTRE

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 need to ensure the station is not overpowered by new development.

Views of the active port (moving freight ships, boats and cranes as well as containers stacked on the far side of the harbour) from Packenham Street should also be considered. When large ships are berthed behind the Fremantle Railway Station they create a dramatic juxtaposition when viewed from Market Street.

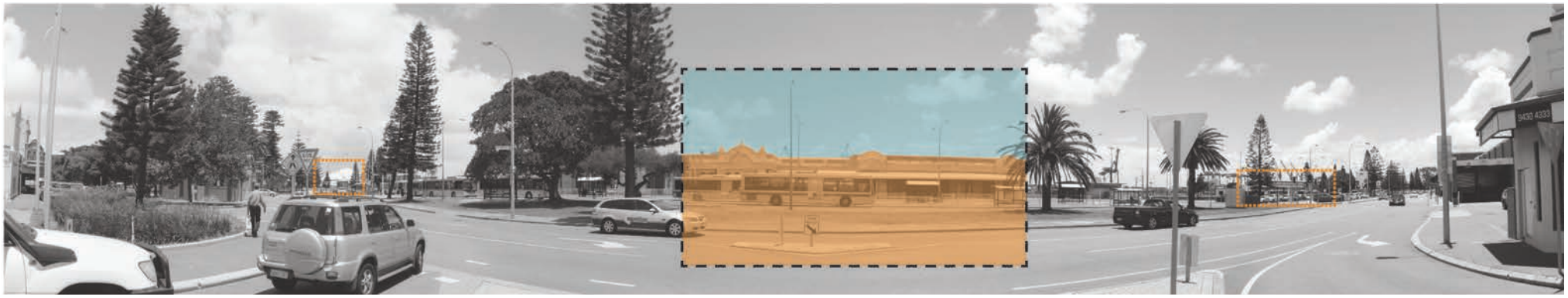
Civil and building works associated with new developments (such as new roads and pedestrian crossings across the railway line) will create new view corridors from Fremantle to the port.

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



Queen St view cone.

View 1 - Consider view of Fremantle Station and cranes beyond.



View corridors from Queen Street.

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 CABE principles (CABE stands for the Commission for Architecture and the Built Environment). From 1999 to 2011 CABE 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 solutions 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 Fremantle Station Precinct.

Three concept plan scenarios were explored, responding 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.

Constrains 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 **Issues** for the Fremantle Station Precinct

6.2.1 URBAN DESIGN

Pedestrian access to the city from the interchange and station need to be balanced with efficient bus operations.

6.2.2 HERITAGE

Any development proposals affecting places of heritage significance, such as Fremantle Railway Station will need to be submitted to the State Heritage Office for comment and approval. Developments need to incorporate existing heritage buildings (including the Old Oil Store) which may result in additional costs. The dominance of the bus interchange will continue to impact negatively on the Heritage protected facade of Fremantle Railway Station if the Market Street bus interchange scenario is progressed to implementation.

6.2.3 VIEWS

Retention of views to the Railway Station entrance will guide any forecourt public art or shelter structures.

6.2.4 ACCESS

The efficiency of access for buses and private vehicles to the station forecourt should be maintained or improved through any re-arrangement.

6.2.5 WATERFRONT CONNECTIONS

Access to the Commercial Precinct is limited by poor connections across the railways line. Detailed designs for the proposed rail crossings will need to be progressed separately. Relocation closer to the station will assist but the 3m allowable crossing dimension is not optimum. Liaison and approval from the Level Crossing Protection Sub Committee is required.

6.2.6 PARKING

The City of Fremantle currently lease carparking space within the Station Precinct.

6.2.7 LAND USE

The precinct is zoned “rail reserve” and is bounded by busy rail lines and streets. Any development will need to be restricted to commercial only and developed when there is proven demand.

6.2.8 ENVIRONMENTAL

Fremantle Ports Buffer Area 1 forbids sensitive uses including residential development. Compliance to these planning guidelines and rail noise issues limits residential development within the Station Precinct to Commercial development or multi-level decked parking. Multi-decked parking may not be viable in the short-term.

6.2.9 SAFETY AND SURVEILLANCE

Existing concerns about safety within the railway station and bus interchange during the evening due to a of lack of activity and surveillance requires a comprehensive strategy to ensure improved visibility and activity occurs at these times.

6.2.10 ECONOMIC DEVELOPMENT

Approval to develop Station Precinct land will be only permissible under lease to a maximum of 50 years. Potential restrictions on height and carparking requirements may impact on yield viability.

6.2.11 LANDSCAPE

Existing trees should be retained and will need to be accommodated into any development.

6.0 EVOLUTION OF THE PRECINCT PLAN

6.3 Key **Opportunities** for the Fremantle Station Precinct

6.3.1 ACCESS AND PUBLIC SPACE

There is scope to create (although limited due to PTA Market Street bus interchange preference) open spaces which provide a hierarchy of pedestrian movement to and from Fremantle Station as well as accommodating various passive and active activities. A civic forecourt to the Fremantle Railway Station will function as a gateway to the city.

6.3.2 SOCIAL

Evening and late night activities could make the site a safer destination. Without residential development, there is opportunity for a wider range of food, beverage and entertainment uses, activating the area. Design to provide passive surveillance in pedestrian/civic environments.

6.3.3 CONNECTIONS

Creating strong connections between Victoria Quay, the West End and the town centre of Fremantle is fundamental to any proposal.

6.3.4 LANDSCAPE

Strong and structured landscaping can enhance the urban character of the Station Precinct as well as strengthen the connection to other areas of Victoria Quay and strengthen legibility and connections between the Station, Victoria Quay, and the City of Fremantle beyond.

6.3.5 ARCHITECTURE

The local vernacular, location, historic precedence and contemporary building requirements create an opportunity for a dynamic and distinctive architecture for the Precinct.

6.3.6 ECONOMIC DEVELOPMENT

Proximity to the railway and bus stations provides good Transit Oriented Development opportunities and an attractive location for office development.

6.3.7 SITE DEVELOPMENT

Provides development in the Station Precinct as part of a broader existing urban fabric of Fremantle.

6.3.8 CULTURAL DEVELOPMENT

The continuous use of the station building as a major transport hub and the building's continued usefulness as such .

6.3.9 WATERFRONT

Proximity to a working port (viewed by passengers from trains, especially from the bridge over the harbour) offers a unique opportunity to engage with the dynamic ever changing port backdrop. Higher frequency bus and passenger rail services, new routes, special event routes and urban design strategies will help to re-introduce people to the spectacle of port activities.

6.3.10 HERITAGE

Major conservation work to the Fremantle Railway Station building has already been completed. Strategies for incorporation of other heritage elements (eg. Oil Store) need to consider how much change is required to accommodate that element. The State Heritage Office encourages developers to propose creative and meaningful responses.

6.0 EVOLUTION OF THE PRECINCT PLAN

6.4 Concept Scenarios

6.4.1 SCENARIO 1: OPEN CITY

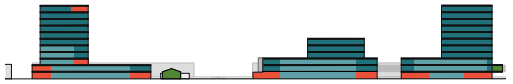
The Open City scenario enables urban scale and form to cross the railway line and break down the linear barrier between the city and Victoria Quay. Two towers make a strong visual connection between the Commercial Precinct, the city and the Fremantle Ports Administration Building.

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.

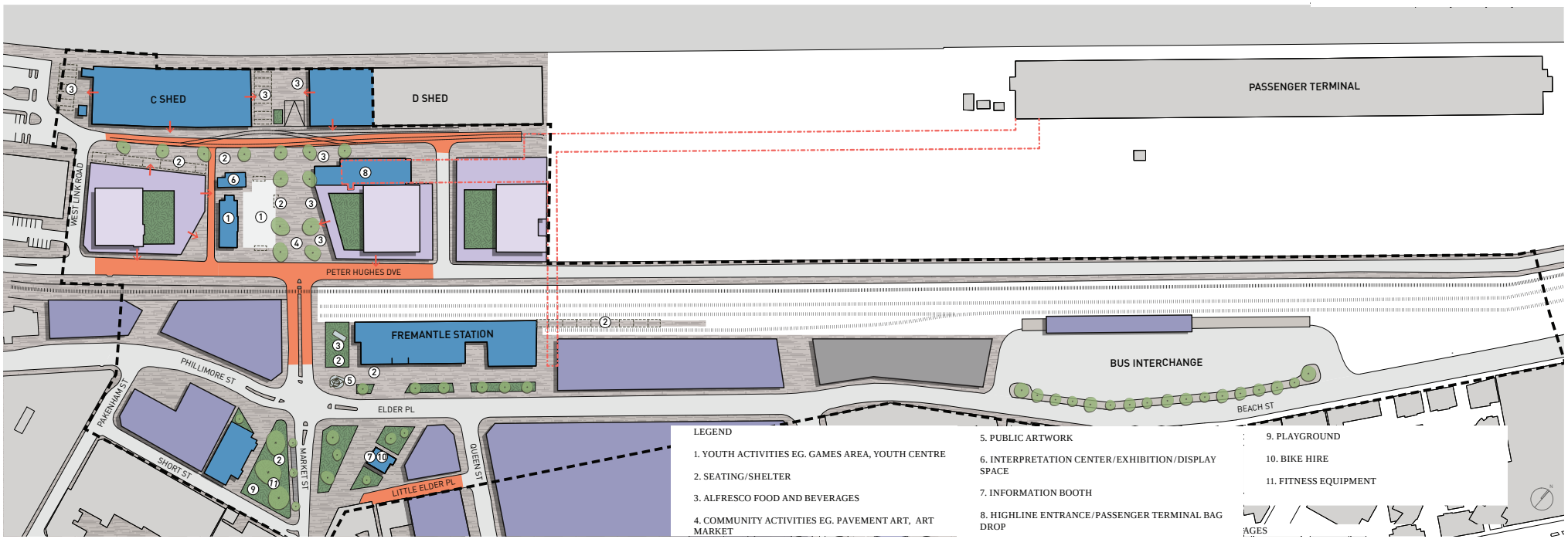
The re-alignment of Market Street and Phillimore Street reduces the expanse of open space immediately in front of the railway station. Instead, a larger public open space around the pumping station and Pioneer Park is created.

The bus interchange is relocated north-east with a new west rail platform to provide direct connection for passengers transferring to busses or private vehicles.



Indicative section.

View from central alfresco food and beverages area.

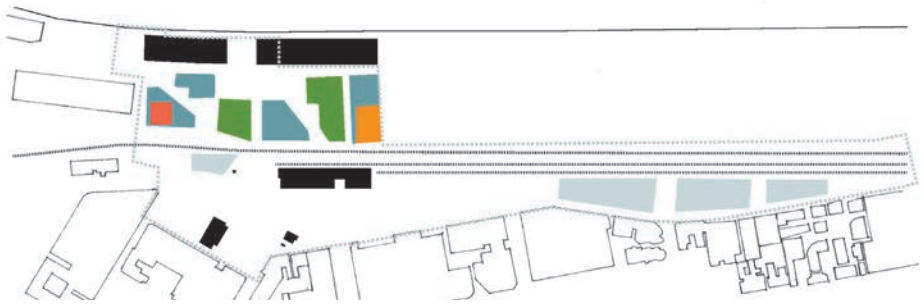


6.0 EVOLUTION OF THE PRECINCT PLAN

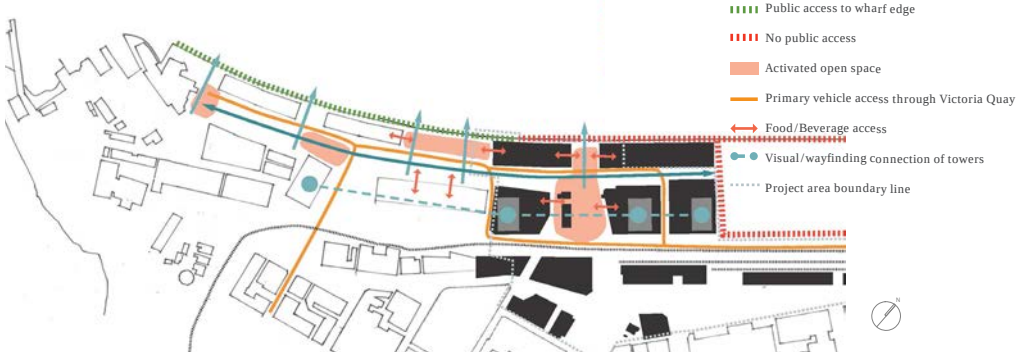
6.4 Concept Scenarios

No1: OPEN CITY

Street Level Strategy Diagram
Building Heights



Open City Strategy Diagram
Connections Within Victoria Quay



Street Level Strategy Diagram
Parking

6.0 EVOLUTION OF THE PRECINCT PLAN

6.4 Concept Scenarios

6.4.2 SCENARIO 2: HARBOURSIDE HYBRID

This scenario responds to Victoria Quay's industrial, working port character with low-rise three to four storey buildings. 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. Buildings reinforce the city-harbour axis and provide amenity and shelter.

The Queen Street bus interchange concept allows for minimal pedestrian conflict from Market and Queen Street.

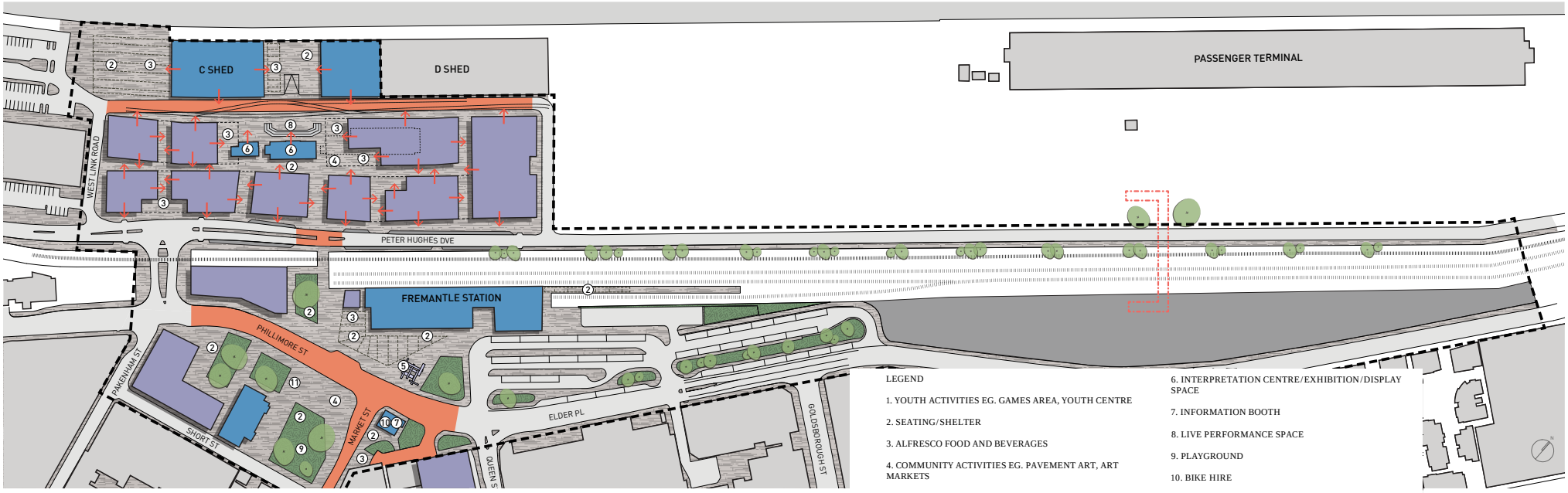
The station forecourt becomes part of a larger public space, including Pioneer Park, the pumping station and linked by shared spaces along Market and Phillimore Streets, providing a much needed urban address for Fremantle from the railway station.

Existing parking areas are retained with the provision to accommodate long term decked public parking above the bus interchange.

Indicative section.

View from central alfresco food and beverages area.

TOWER
PODIUM
NEW BUILDING
EXISTING BUILDING
PUBLIC OPEN SPACE/FOOTPATH
SOFT LANDSCAPING
SHARED PEDESTRIAN VEHICLE SPACE
PEDESTRIAN OVERPASS
PARKING
RETAIL/FOOD AND BEVERAGE AT GROUND LEVEL
PROJECT AREA BOUNDARY



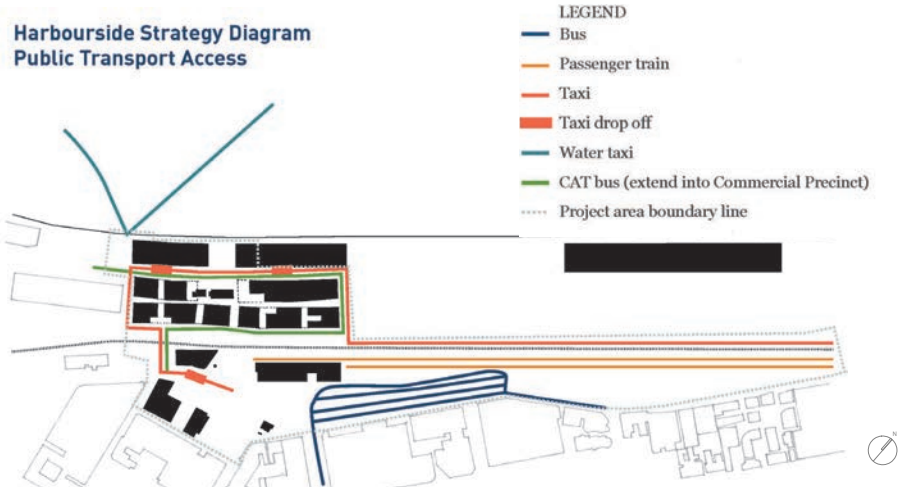
LEGEND

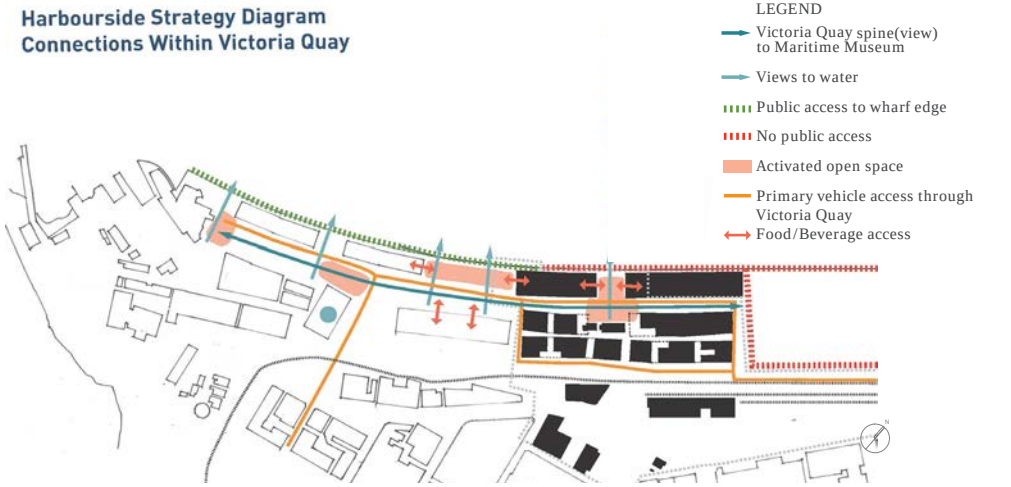
1. YOUTH ACTIVITIES EG. GAMES AREA, YOUTH CENTRE
2. SEATING/SHELTER
3. ALFRESCO FOOD AND BEVERAGES
4. COMMUNITY ACTIVITIES EG. PAVEMENT ART, ART MARKETS
5. PUBLIC ARTWORK
6. INTERPRETATION CENTRE/EXHIBITION/DISPLAY SPACE
7. INFORMATION BOOTH
8. LIVE PERFORMANCE SPACE
9. PLAYGROUND
10. BIKE HIRE
11. FITNESS EQUIPMENT

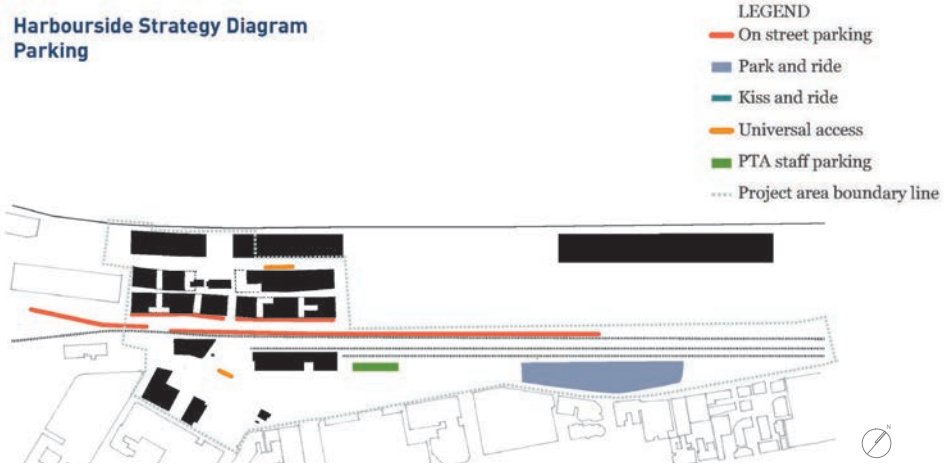
6.0 EVOLUTION OF THE PRECINCT PLAN

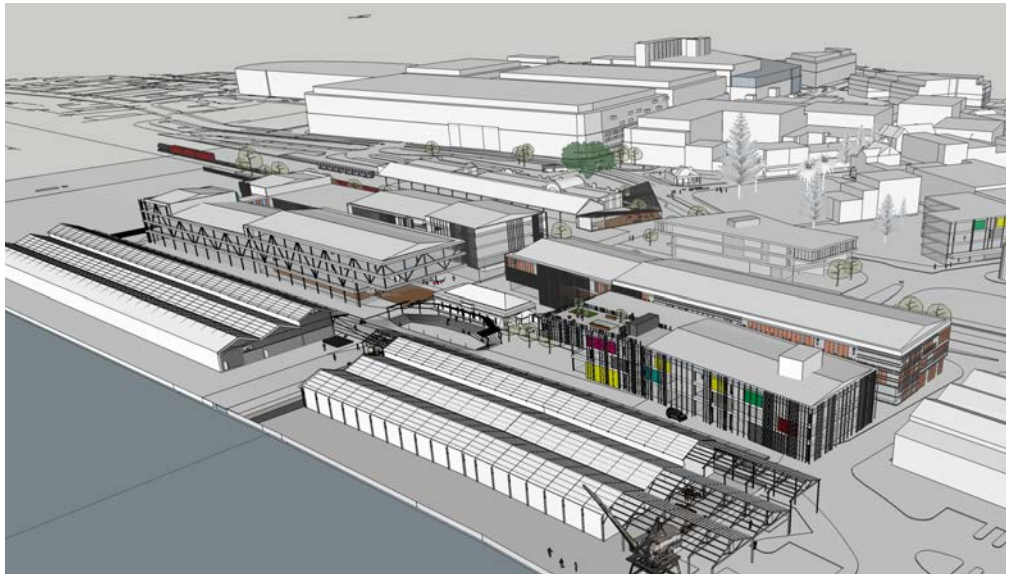
6.4 Concept Scenarios

No.2 : HARBOURSIDE HYBRID









6.0 EVOLUTION OF THE PRECINCT PLAN

6.4 Concept Scenarios

6.4.3 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.

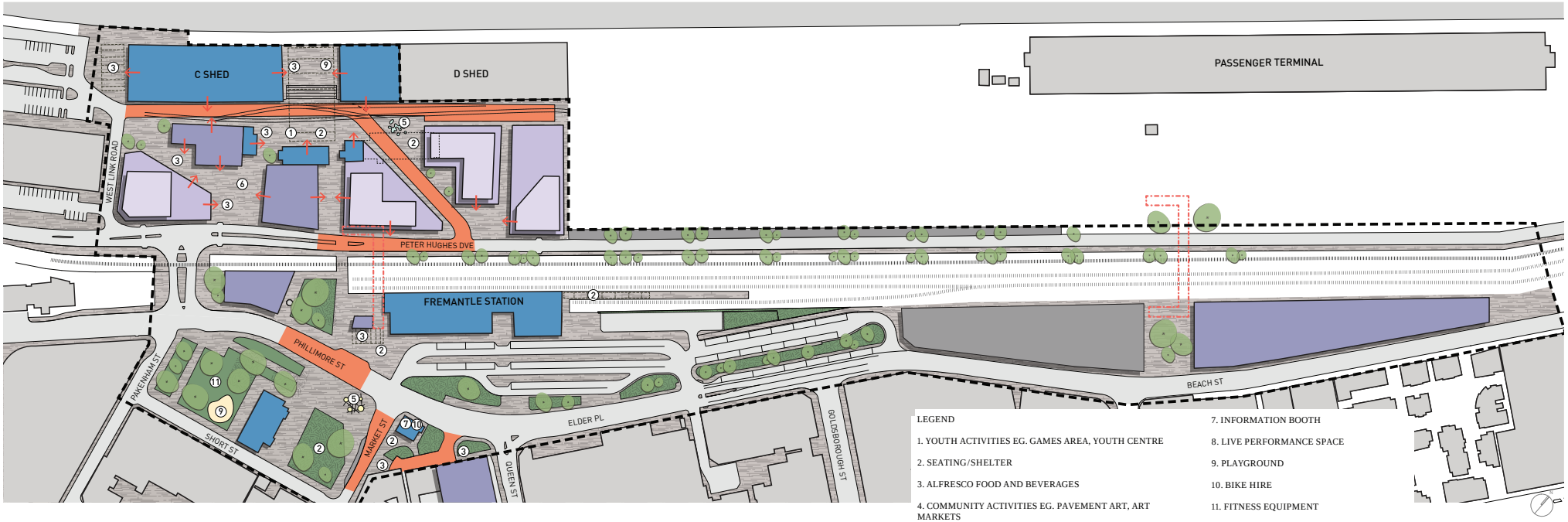
The height of buildings respond to the view corridors, in particular retaining clear sky around the Fremantle Railway Station entry dome.

Here the Market Street bus interchange concept reduces the shared street to just Phillimore Street. The Fremantle Railway Station is provided with a much smaller station forecourt based on the Phillimore Street Masterplan.

Buildings in the Station Precinct combine commercial opportunities with decked public and commuter parking.

Indicative section.

View across heritage railway tracks.

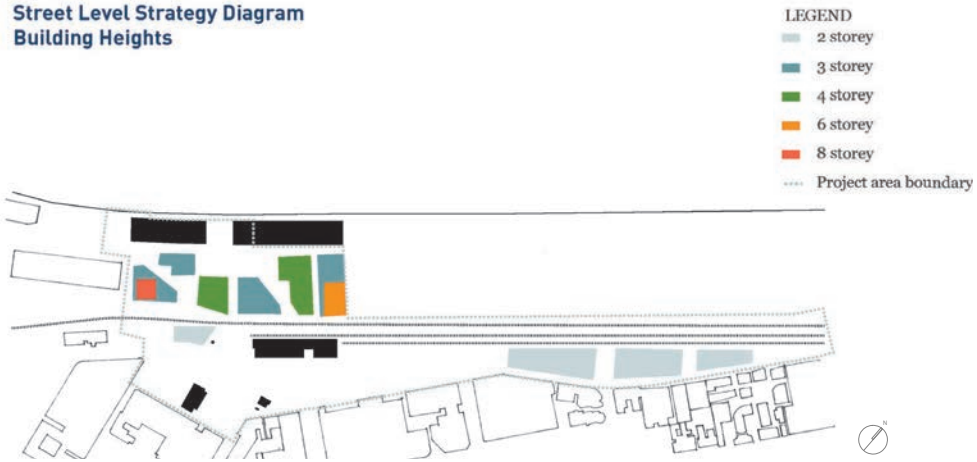


6.0 EVOLUTION OF THE PRECINCT PLAN

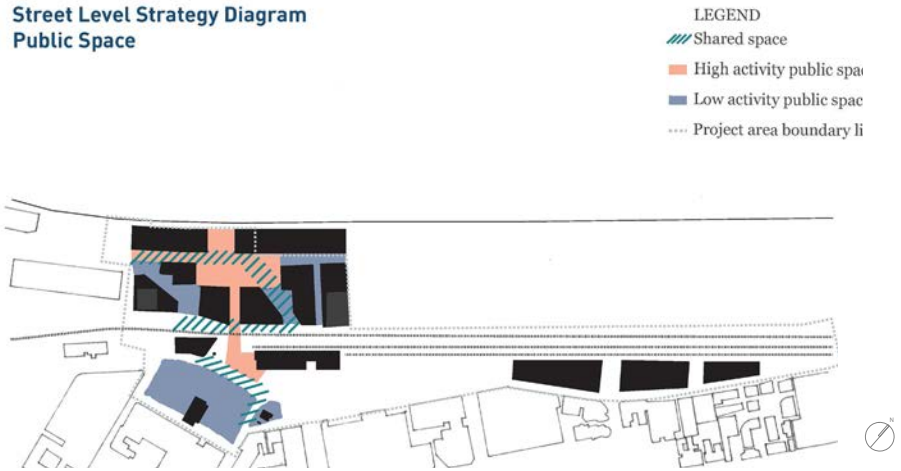
6.4 Concept Scenarios

No.3: STREET VIEWS

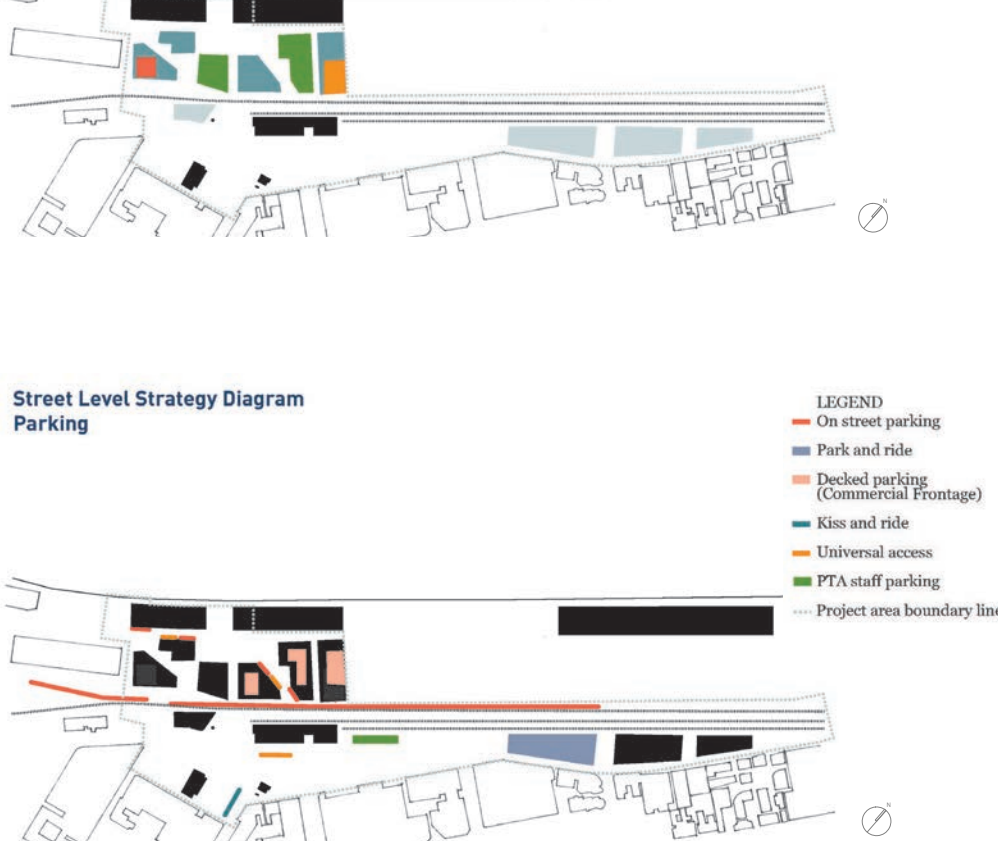
Street Level Strategy Diagram
Building Heights



Street Level Strategy Diagram
Public Space



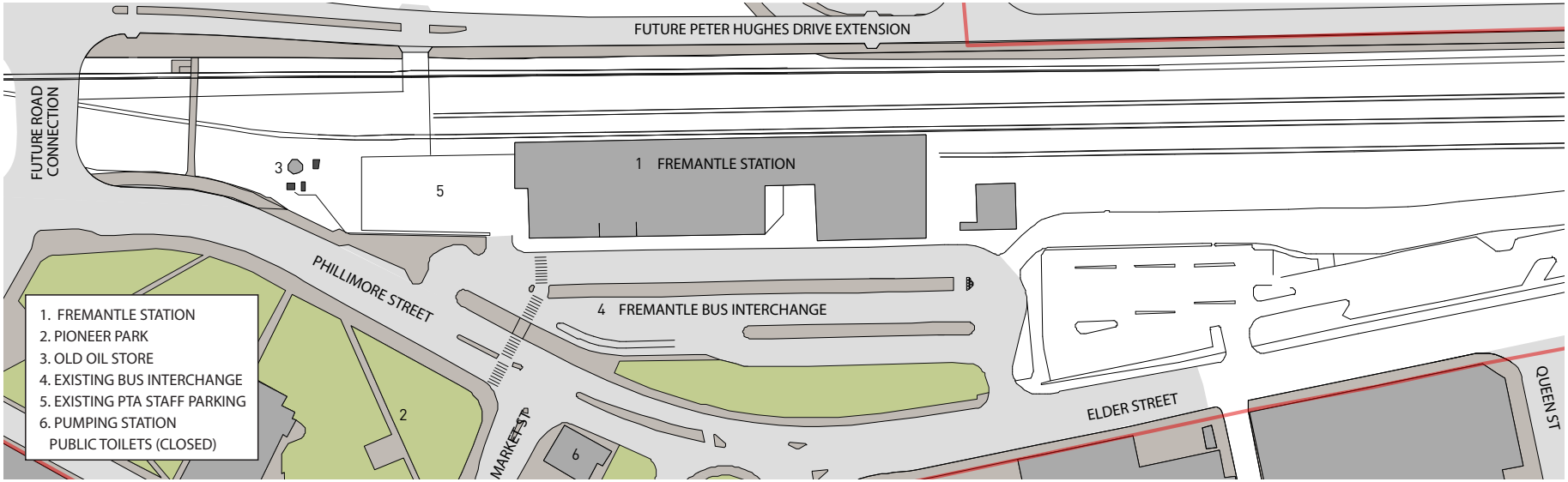
Street Level Strategy Diagram
Parking



6.0 EVOLUTION OF THE PRECINCT PLAN

6.5 Development Options for Fremantle Railway Station

POTENTIAL RE-USE AND ADAPTION OPTIONS FOR FREMANTLE RAILWAY STATION



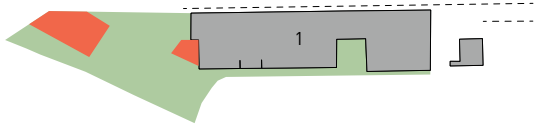
POSSIBLE USES

MEETING PLACE
Kiosk, Tourist Information, Ticketing Booth
Public Art
Urban Interventions

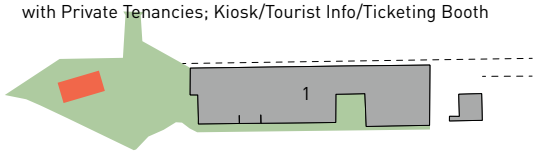
KIOSK/CAFE
Railway Station Link

MODELS

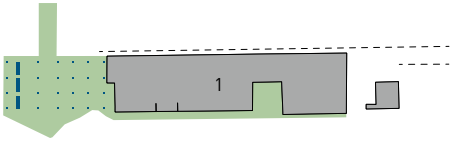
PHILLIMORE STREET MASTERPLAN



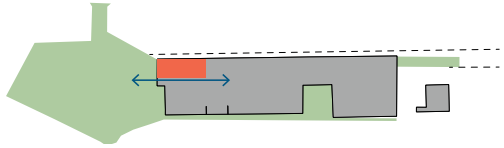
MEETING PLACE
with Private Tenancies; Kiosk/Tourist Info/Ticketing Booth



DONALDSON AND WARN MASTERPLAN
with Public Art/Urban Interventions/Public Shelters



KIOSK/CAFE
Railway Station Link



LEGEND
- Boundary Line
- Public
- Private
- Public Outdoor Space
- ↔ Pedestrian Connectivity

6.0 EVOLUTION OF THE PRECINCT PLAN

6.6 Bus Interchange Analysis

6.6.1 BUS INTERCHANGE CONCEPTS

Several concepts were explored prior and during the Urban Design Forum (UDF). From community and the project partners feedback further analysis was undertaken to help determine a preferred bus interchange option.

6.6.2 BUS INTERCHANGE OVERVIEW

When assessing pedestrian/commuter priorities, safety and ease of access within a comfortable environment were the main priorities and then efficiency between bus and train connections.

The 2009 SKM concept (FIGURE 6.4c) solved the Market Street pedestrian/ bus conflict but did not adequately solve Queen Street access. With Queen Street identified as the City of Fremantle's main retail street a secondary sub optimum pedestrian link here is not in the interests of the pedestrian based commuter. It also did not adequately improve the forecourt curtilage to the Railway Station facade. This is currently the most developed and tested bus interchange scenario and the preferred entry and model for Transperth Operations.

The Queen Street entry scenario (FIGURE 6.4b) offered the ability for both Market and Queen Street pedestrians an improved access to and from the Station Precinct. It also provides a generous forecourt to the Railway Station building. The issues of operational viability required further engineering analysis to test if a Queen Street entry was operationally possible. The outcome of this further study is describe in 6.4.4 Bus Interchange Operational Analysis.

The total relocation of the bus interchange was considered as a much longer term option as several issues were identified early in the process. The main issues were related to costs and the distance from the city centre. The ability for Elder Street to be realigned resulting in a redefined Station forecourt and adjacent public space was the key opportunity for this concept (Refer to FIGURE 6.4a).

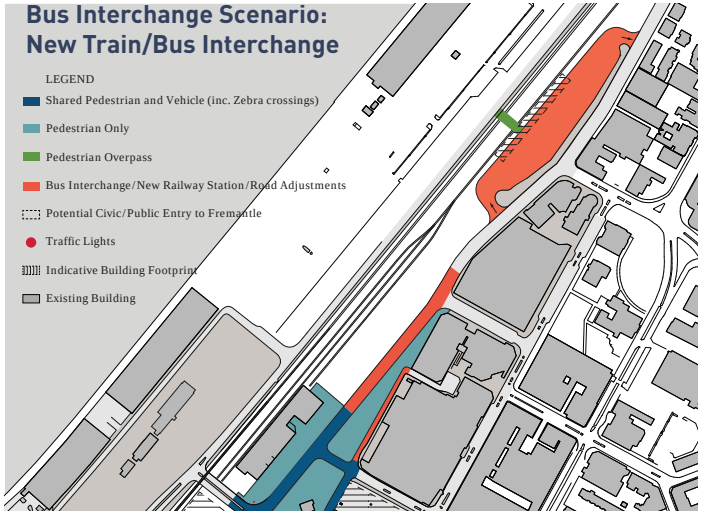


FIGURE 6.4a: New train/bus interchange

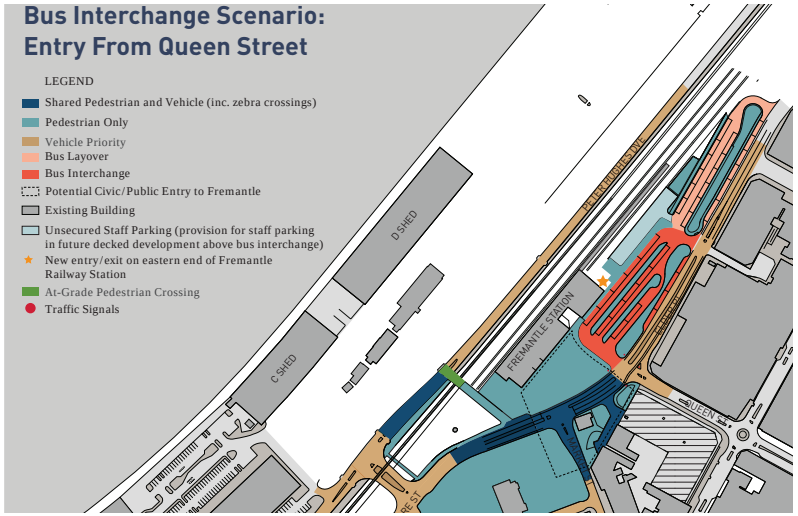


FIGURE 6.4b: Queen Street bus interchange

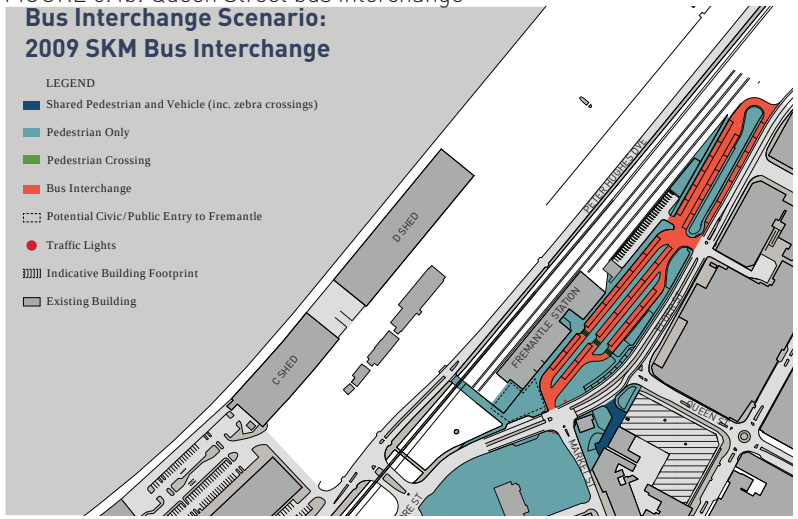
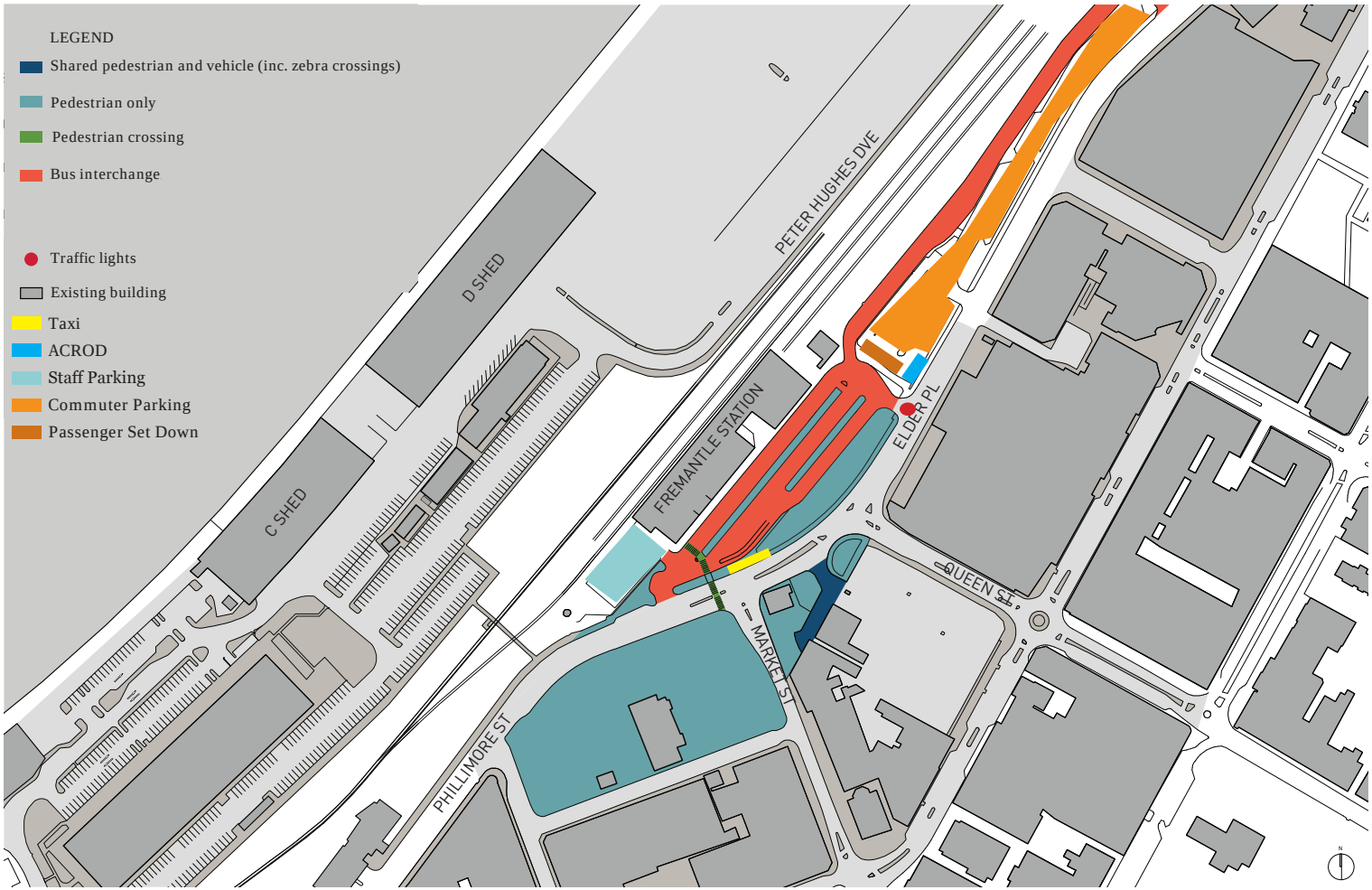


FIGURE 6.4c: 2009 SKM bus interchange

6.0 EVOLUTION OF THE PRECINCT PLAN

6.6 Bus Interchange Analysis

BUS INTERCHANGE - CURRENT



6.6.3 BUS INTERCHANGE OPTIONS

The following bus interchange concepts offer two entry options that are preferable to the current bus interchange entry. The proposed entry options are Market Street (based on the Phillimore Masterplan) and Queen Street (based on future East End residential population growth, retail model plans and urban design analysis).

6.6.4 BUS INTERCHANGE PRELIMINARY OPERATIONAL ANALYSIS

Efficient bus operations is a key objective for the PTA and any inefficiency arising from implementation of the precinct plans will need to be weighed against the broader benefits to the commuter and larger community.

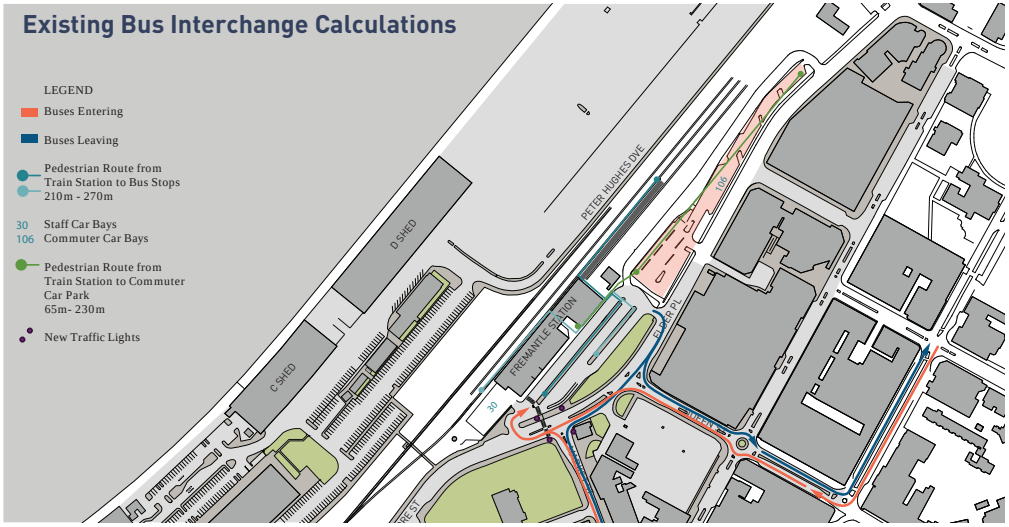
The City of Fremantle would need to provide road and intersection modifications to enable the re-routing of Market Street bus routes to Queen Street.

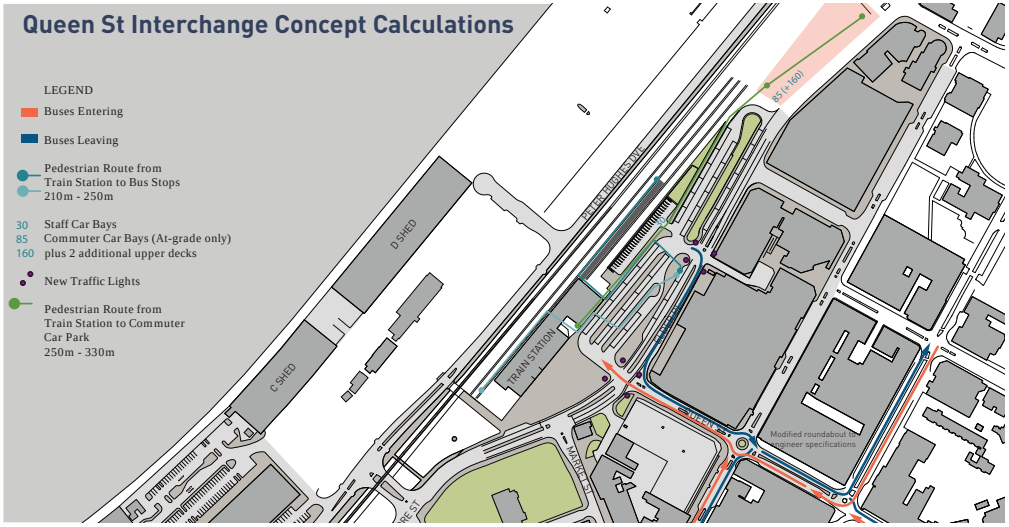
The analysis showed a relative benefit for general traffic - in the year 2031 during weekday and weekend peaks – associated with the Queen Street access option (buses via Cantonment Street) and a benefit for transit in terms of reduced average travel time. However, the Market Street access option would generate shorter average travel distances.

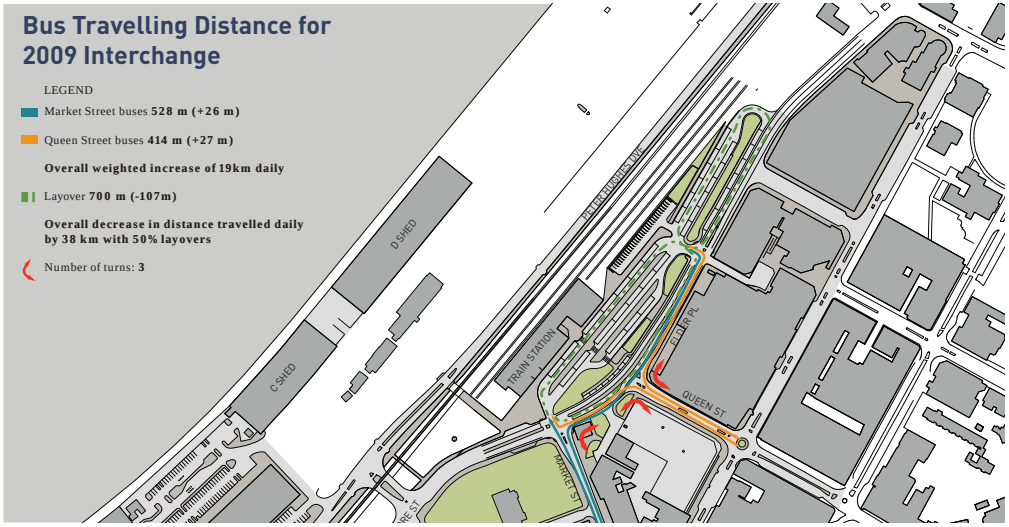
Refer to Part II, 3.0 Engineering for further detail on analysis undertaken by ARUP.

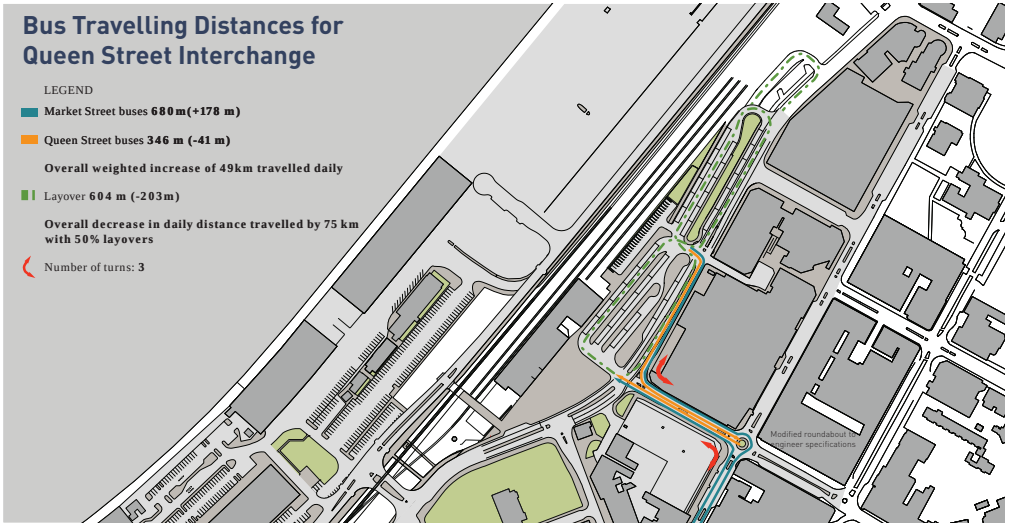
6.0 EVOLUTION OF THE PRECINCT PLAN

6.6 Bus Interchange Analysis









6.0 EVOLUTION OF THE PRECINCT PLAN

6.6 Bus Interchange Analysis

6.6.5 MARKET STREET BUS INTERCHANGE

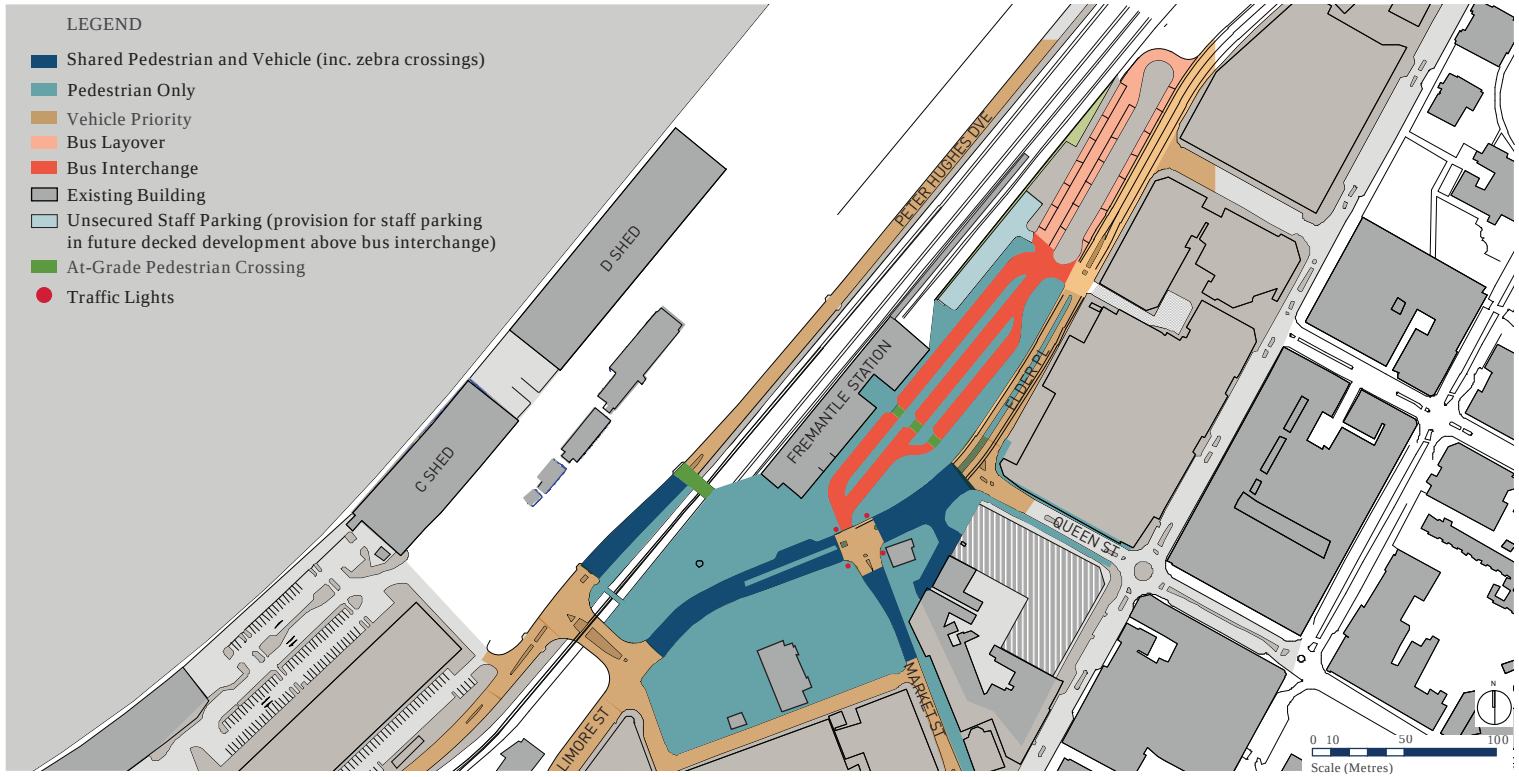
The Market Street concept was designed by PTA consultants in 2009. It therefore meets the projected number of bus stops and bus operational dimensions, such as turning circles and bus stop dimensions. The resolution of secure staff parking (a key imperative for the PTA) has not been met in this current concept.

KEY BENEFITS

- Proven to be effective based on a completed comprehensive engineering design concept
- Improved experience for commuters
- Some operational advantage and reduction in recurrent operating costs
- Located close to Fremantle Railway Station
- Smaller, lower cost implementation and management of forecourt area.
- Potential decked parking over the interchange may provide an increased number of commuter/public parking bays and secured staff parking for Transperth Staff on night shift.

KEY ISSUES

- The Market Street entry offers a limited pedestrian connection across Elder Place to both the interchange and station
- The shared street is segregated by the requirement of traffic signals to facilitate bus access to the interchange
- Adequately addresses city to water front link from the west end but not from Queen Street
- Does not fully consider future increased pedestrian access to the bus interchange and station from Amendment 49 residential development areas east of Queen Street. Access to the station will be through the bus interchange operational area
- Fremantle Station heritage facade will continue to be screened by queuing buses, limiting pedestrians and bus patrons from viewing the station from both Market and Queen Street
- Development over the interchange is unlikely to be supported by Heritage Council as no improvement to the curtilage in front of the Railway Station to improve the view to the facade is possible in this option.



6.0 EVOLUTION OF THE PRECINCT PLAN

6.6 Bus Interchange Analysis

6.6.6 QUEEN STREET BUS INTERCHANGE

The consultant team (including traffic engineering) took the Market Street concept to test the spatial potential of a Queen Street entry, by relocating the four bus bays located between Market and Queen Streets and placed these along Elder Street. (Refer to the Queen Street Entry Agreement between the City Of Fremantle and PTA, included within Chapter 10 Implementation). An additional entry/exit on the eastern end of the railway station provides a shorter and more direct connector route to the relocated bus interchange whilst also addressing east-end residential pedestrian access requirements.

KEY BENEFITS

- Market and Phillimore Street intersection is bus-free and can function as a shared street for people and vehicles. Pedestrian and bus movement route conflicts are separate and defined
- Direct access to taxis, disabled parking, CAT bus can be accommodated
- Potential decked parking over the interchange may provide an increased number of commuter/public parking bays and secured staff parking for Transperth Staff on night shift.

KEY ISSUES

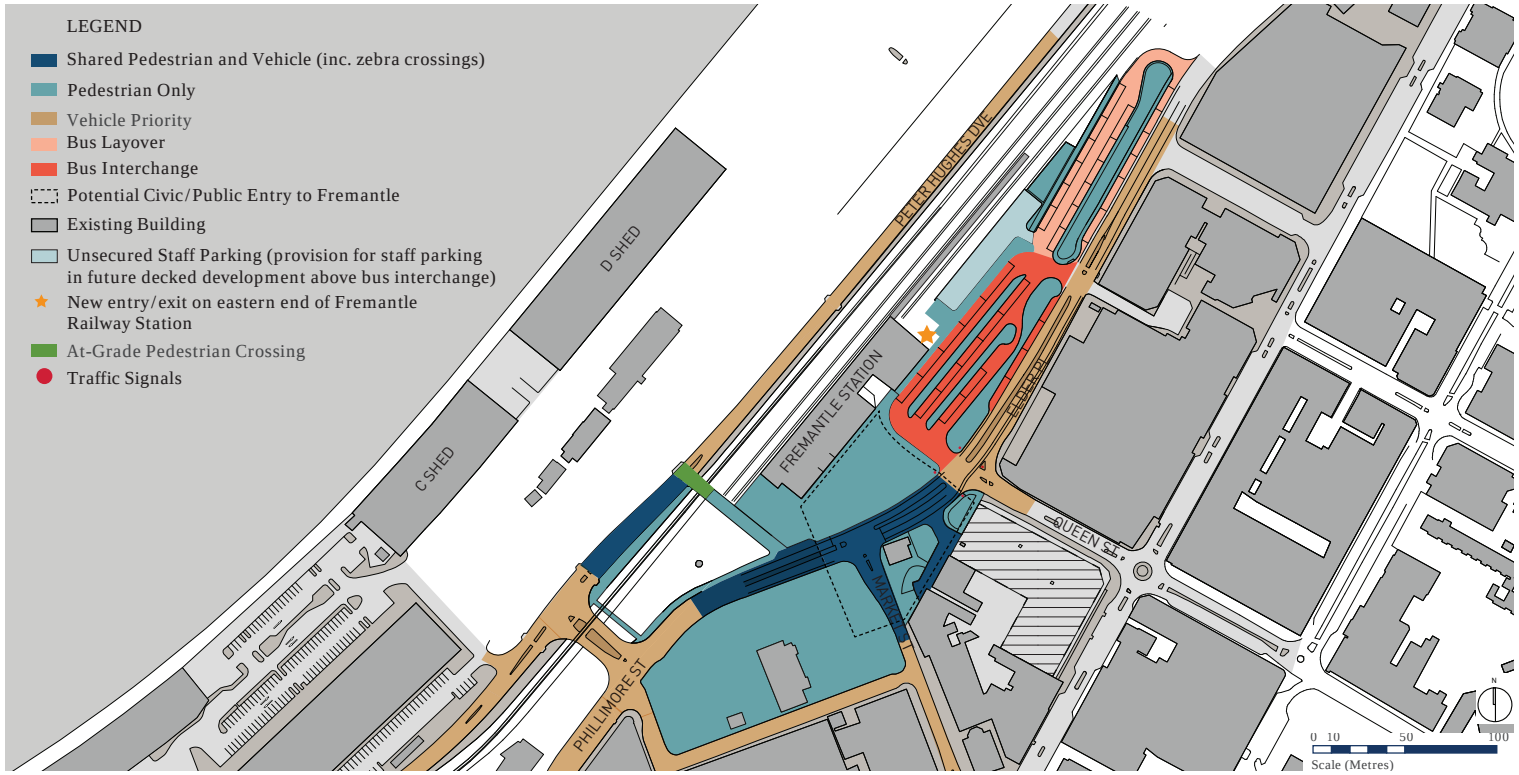
- Comfort of passengers, the impacts on the passenger experience through buses approaching the station (i.e. in line-of-sight) along Market Street and then deviating along Cantonment Street
- Concern that bus passengers exiting from the main gate at the station not being directly within the bus interchange
- Extra travel distances
- Kerbside stands require suitable road reserve tenure
- Pedestrian access within bus interchange is unresolved.

8.7.2 ADDITIONAL BUS OPERATIONAL ENTRY COMPARISON STUDY

The additional work undertaken by the PTA consultant shows both interchange entries have a very similar operational value and neither entry could be discounted at this level of analysis. Refer to Part II, 3.0 Engineering for further detail on analysis undertaken.

8.7.4 FUTURE DETAIL DESIGN

PTA have agreed to progress the Queen Street entry option in consideration of the additional urban design benefits. If Queen Street entry is proved during detail design not be operationally viable, and Market Street can address these issues, the bus interchange will revert to the Market Street entry.



7.0

Indicative Development Plan

7.0 INDICATIVE DEVELOPMENT PLAN

7.1 Process Overview

The previous three scenarios were not 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 optimum aspects of the three scenarios informed by the responses of the project partners, key stakeholders and the community to the scenarios.

The key issue within the Station Precinct Plan is whether a Queen Street bus interchange entry can be operationally equivalent (or even preferable) than a Market Street entry location.

It has been noted that a Queen Street bus interchange entry will provide better urban design outcomes and therefore is the supported by all partners as the accepted option. However, the Queen street entry and bus interchange will require further detail design and continuing collaborative work by the project partners to ensure operational viability is possible.

KEY FEATURES

- Queen Street entry
- New development parcels
- Potential 'air space' development over the relocated bus interchange
- Extension to the west end of the heritage listed Fremantle Railway Station
- Improved forecourt to Fremantle Railway Station
- Opportunity for secure decked parking close to the station
- Opportunity to more public parking within secure decked parking structures.

7.0 INDICATIVE DEVELOPMENT PLAN

7.2 Fremantle Station Indicative Development Plan

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

OPEN SPACE/ PUBLIC SPACE

- Fremantle Railway Station forecourt
- Key public space linking the port to Fremantle Railway Station and city
- Public Open Space

HERITAGE BUILDINGS AND CURTILAGE

- Fremantle Railway Station
- Location of Old Oil Store

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

HEIGHTS

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

NEW BUILDINGS

- T7 Retail/commercial building (requires removal of redundant track)
- T8 Western extension to Fremantle Railway Station (subject to heritage approval)
- T9 Eastern building to Fremantle Railway Station (subject to existing infrastructure being relocated or incorporated and heritge approval)
- T10 Air-space development over Bus Interchange (potential staff and commuter decked parking, public parking or commercial development, subject to heritage approval)
- T11 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
- B1 Bike parking
- T1 Proposed pedestrian overpass (for connection between the Fremantle Railway Station and development in Commercial Precinct)
- T2 Existing pedestrian overpass to Fremantle Ports Passenger Terminal (proposed Station Precinct's development to accommodate within the building envelope)
- Canopy to Platform 3 (to improve patron amenity)
- Drop-off zone
- Indicative location of traffic signals

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 physical plan for the Fremantle Station 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
- Open Space and Public Art
- Pedestrian and Cycling
- Streetscapes
- Public Transport
- Built Form Design
- Access and Parking
- Heritage Value Protection.

Fremantle Railway Station, 2013.

8.0 COMPONENTS OF THE PLAN

8.2 Urban Structure

URBAN STRUCTURE PLAN

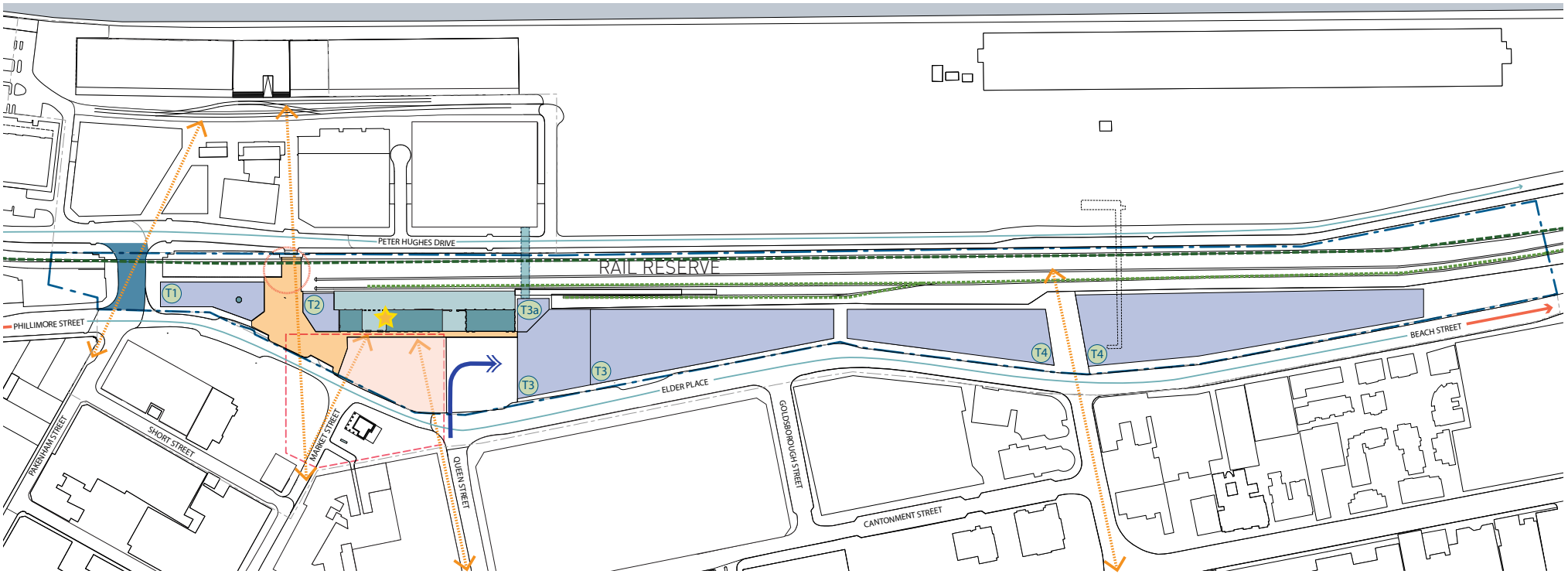


FIGURE 8.2a

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 open spaces, development areas, primary entries, views corridors and landmarks. These elements provide structure and inform the hierarchy evident in the subsequent components of the plan.

The purpose of the urban structure plan is to ensure a coherent development with clearly defined visual connections and public spaces in relation to an easily accessible public transport system.

8.2.1 PRIMARY ENTRIES

Beach Street is the primary entry from the north east into the precinct and the street is a key connection to Fremantle city centre. The entry should be reinforced through a combination of distinctive streetscaping, landscaping, wayfinding signage and architectural design appropriate to the gateway's importance in the hierarchy of the Precinct Plan.

8.2.2 VIEW CORRIDORS

Street level view corridors are retained, improved and created.

The building envelopes of new development in the Station Precinct ensure important street views are not obscured.

Buildings may emphasise or frame an existing view corridor, for example the view from Parry Street to the heritage listed Fremantle Passenger Terminal and the harbour.

8.0 COMPONENTS OF THE PLAN

8.3 Land Use

LAND USE PLAN

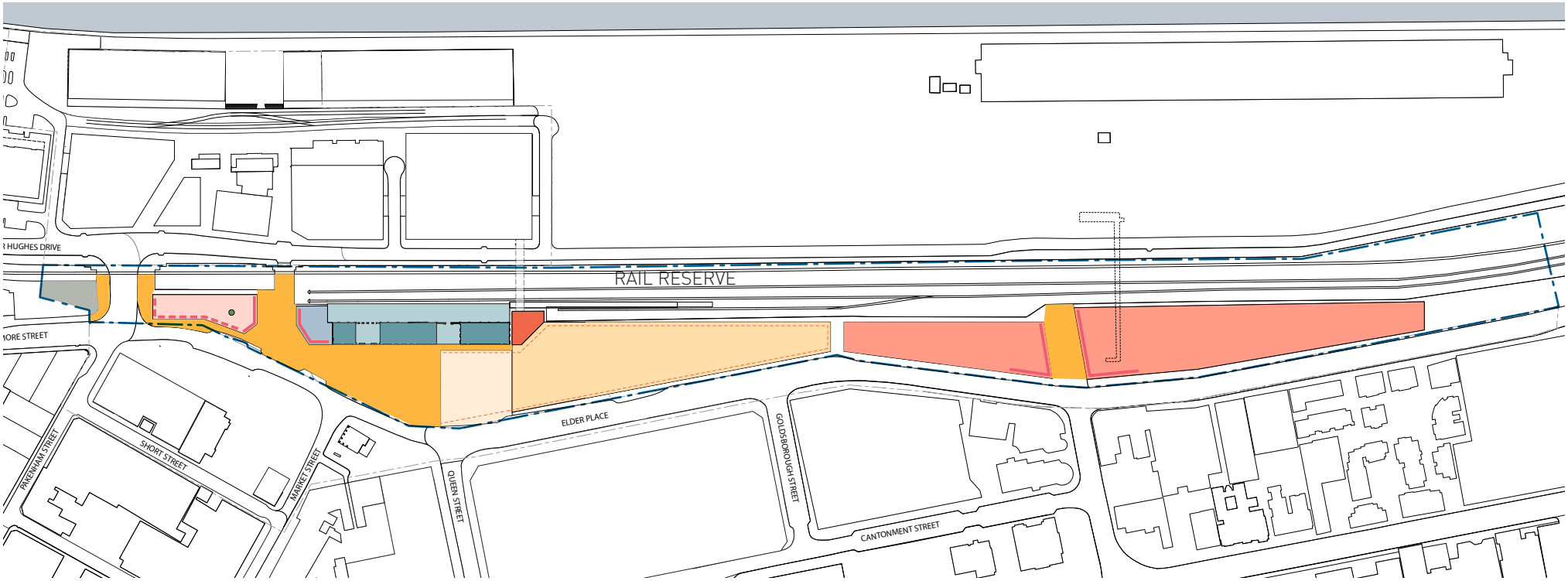


FIGURE 8.3a

8.0 COMPONENTS OF THE PLAN

8.3 Land Use

8.3.1 LAND USE DETAIL

COMMERCIAL - RETAIL

- Shop
- Convenience Store
- Lunch Bar

COMMERCIAL

- Office
- Consulting Rooms
- Bank
- Health Studio

ENTERTAINMENT

- Small Bar
- Restaurant
- Public Amusement
- Licensed Premises - Other

SERVICE AND PUBLIC USE

- Community Purpose
- Educational Establishment
- Public Car Park
- Public Utility

RAIL RESERVE LAND

- Bus Operational Area
- Open Space

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.

Secondary retail can be designed to commercial standards with the possibility to convert to primary retail in the long term. This adaptability can assist in the staging of implementing the urban design. For example, an office in the short-term can convert to retail in the long 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

Business activities, professional services and other principally profit-based land uses of a non-retail nature.

8.3.4 ENTERTAINMENT

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

- Extended/evening trading
- Strong emphasis on outdoor space.

8.3.5 SERVICE AND PUBLIC USE

Retain current on-grade public and commuter carparking for short-term parking services. Potential multi-decked decked parking development for long term parking.

8.3.6 RAIL RESERVE LAND

Fremantle Railway Station and bus interchange will continue to operate from this site.

The Station Precinct Plan places the station and bus interchange centrally into the city, resulting in an increase in public transport patronage through the development of the Victoria Quay Commercial Precinct and the East End.

8.3.7 OPEN SPACE

Open space is land not to be built on, generally reserved for public use and under PTA control.

8.0 COMPONENTS OF THE PLAN

8.4 Public Open Space

URBAN REALM PLAN QUEEN STREET BUS INTERCHANGE ENTRY

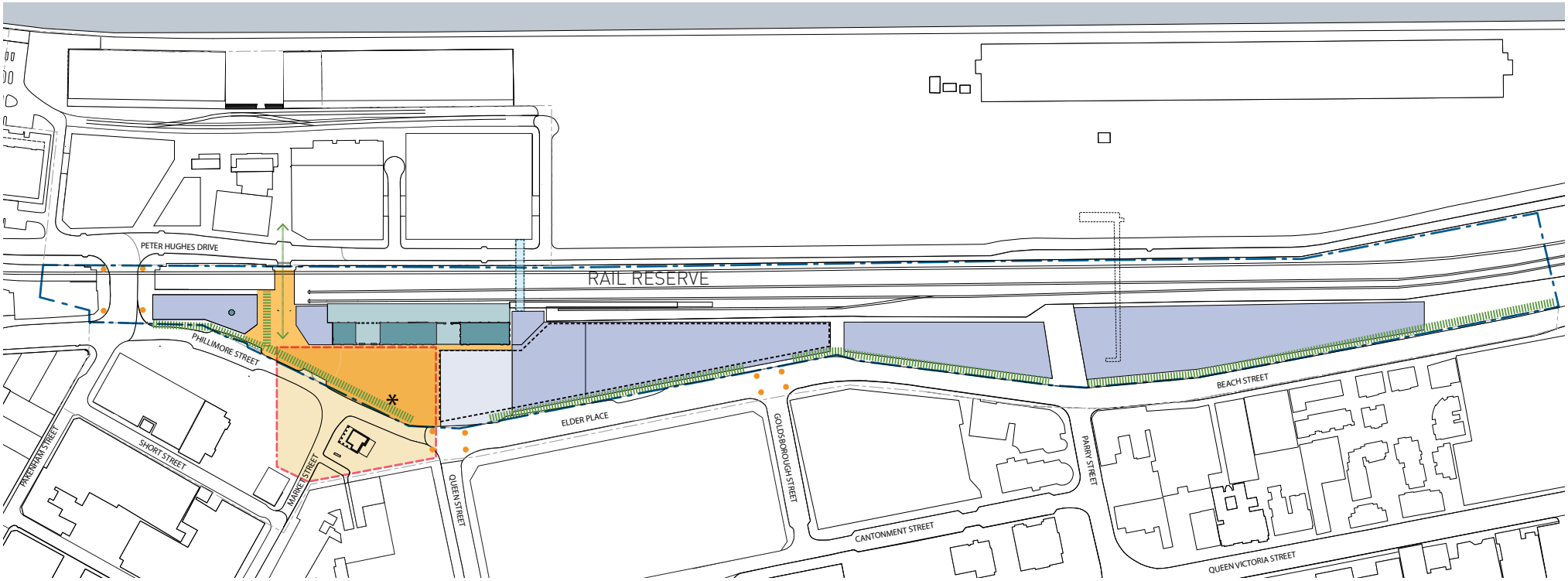


FIGURE 8.4a Urban Realm (Queen Street entry).

8.0 COMPONENTS OF THE PLAN

8.4 Public Open Space

8.4.1 DESIGNING OUT CRIME

The following design measures ensure the Fremantle Station Precinct is a safe urban environment where crimes against property and person are rare.

- Avoiding “blind” spaces (obscured by plants or building elements) and dead-ended alleys
- Encouraging surveillance; security vehicles shall be able to traverse the entire site, including “pedestrian only” areas.
- Demonstrating good CPTED (Crime Prevention Through Environmental Design)for new open spaces
- Surveillance of the Fremantle Railway Station and bus interchange is a key consideration.

8.4.2 ACTIVATION

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

- Areas of blank wall at ground level must be avoided
- Ground floor tenancies shall provide shopfront glazing with maximum sill heights of 450mm (or 75% clear glazing) and internal plans to orientate activity towards the street.

8.4.3 PUBLIC ART

The incorporation of public artworks in locations where they can be enjoyed and be functional can contribute to and enhance the overall character of the precinct.

Preference of opportunities for interpretive public art which can link into a cultural or historical narrative for the whole city. Indigenous and or Maritime history may be explored.

Contemporary art will be incorporated for seating and for a feature element in the Station forecourt.

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 City of Fremantle’s Local Planning Scheme No. 4 Part 6 “Public Art Contribution Areas”.

8.4.4 WAYFINDING AND SIGNAGE

Views to Fremantle Railway Station should be enhanced and not be obscured further by any permanent (building feature) or impermanent (movable signage, outdoor restaurant seating etc) elements.

The Station Precinct sits between both Pioneer Park and Victoria Quay Precincts. As a result any proposed signage must consider the relevant and existing style guides for each precinct to ensure a unified streetscape is achieved.

8.4.5 LANDSCAPE

The Fremantle Station Precinct is closely linked to Pioneer Park. Landscape strategies have been implemented to allow for a large civic square that encompasses both precincts and allows for a seamless and improved link to Victoria Quay.

The station forecourt has carefully positioned street trees and landscaping. The landscaping will provide shelter but also act as directional elements to frame views within and outside of the Station Precinct.

8.4.6 URBAN SQUARES

The pedestrian-only spaces of the Station forecourt, the Phillimore/Market Street corner of Pioneer Park and the spaces surrounding the Pumping Station form a large civic square permeated by shared streets. It provides an urban square worthy of the quality of the heritage listed Fremantle Railway Station whilst simultaneously providing a much needed address to the City of Fremantle. The designer should look at the history of the station forecourt, mindful of its heritage importance, whilst providing a contemporary design that responds to the needs and desires of present and future patrons.

8.0 COMPONENTS OF THE PLAN

8.5 Pedestrian and Cycling

Walking and cycling are the main ways people move through this precinct. The locations of key paths are based on the endorsed Phillimore Street Integrated Master Plan. These pedestrian and cycle paths are located to maximise integration with the City and Fremantle Station to the Commercial Precinct. Paths will also provide high levels of permeability by ensuring key views terminate at key nodes, such as heritage buildings or the working port.

The Station Precinct pedestrian/cycle linkages mediate the threshold between the pedestrian areas and shared streets of the city with the Commercial Precinct areas. The consistent use of materials throughout all precincts will assist in a seamless integration.

8.5.1 BALANCE ACCESS MOVEMENT STRATEGY

Access to the precinct by all modes of transport will be encouraged with access by sustainable transport such as pedestrian, cycling or public transport means favoured. This preference is to ensure the existing dominance of access by private motor vehicle is reduced.

8.5.2 SHARED PATH

A shared path enables both walking and cycling together. Residents of Fremantle are unique compared to other places in Perth with a high level of cyclists accessing the city and public transport via a bicycle.

In order to ensure cyclists are encouraged, paths are designed for shared use wherever possible.

8.5.3 SIGNALISED CROSSWALKS

A signalised pedestrian crossing at the new bus interchange entry (from either Market Street or Queen Street) will be provided. Traffic signals are proposed at the bus interchange entry to maximise bus operational efficiency and are not primarily for pedestrians. Shared streets and paths that give equality to all modes of movement is preferred at all other locations.

8.5.4 ON-STREET CYCLE LANES

Based on the Phillimore Street Integrated Master Plan on-street cycle lanes will extend from Beach Street through to Elder and Phillimore Street, except where shared streets are proposed.

8.5.5 PEDESTRIAN ONLY AREAS

Pedestrian only areas are located outside the key movement paths and in locations where cyclists should disembark and park or push their bicycle, such as entry into the Fremantle Railway Station.

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.

On-street cycle lanes in St Kilda, Melbourne, 2013.

8.5.6 PEDESTRIAN RAIL CROSSING

Relocating a pedestrian crossing as close to Fremantle Station as possible is critical as a physical and a visual connection to the Commercial Precinct and Fremantle Railway Station. The landscape treatment of the rail crossing could extend past the 3 metre wide crossing to give the visual impression of a wider crossing and reflect the importance of this primary link. The removal of unused rail tracks enable a generous wide pedestrian area to extend into what is currently under gated rail control. Refer to adjacent drawings for further explanation.

The removal of the existing 1.2m wide pedestrian crossing west of the proposed crossing creates unconstrained land area for future development.

The Pakenham Street extension will provide an additional crossing opportunity for all modes of transport, including pedestrians and cyclists.

LEGEND

- Oil Store and Fremantle Railway Station
- Railway reserve fence requires upgrade
- Existing decommissioned railway line
- 1 Existing pedestrian crossing
- 2 Existing billboards
- Station Precinct boundary

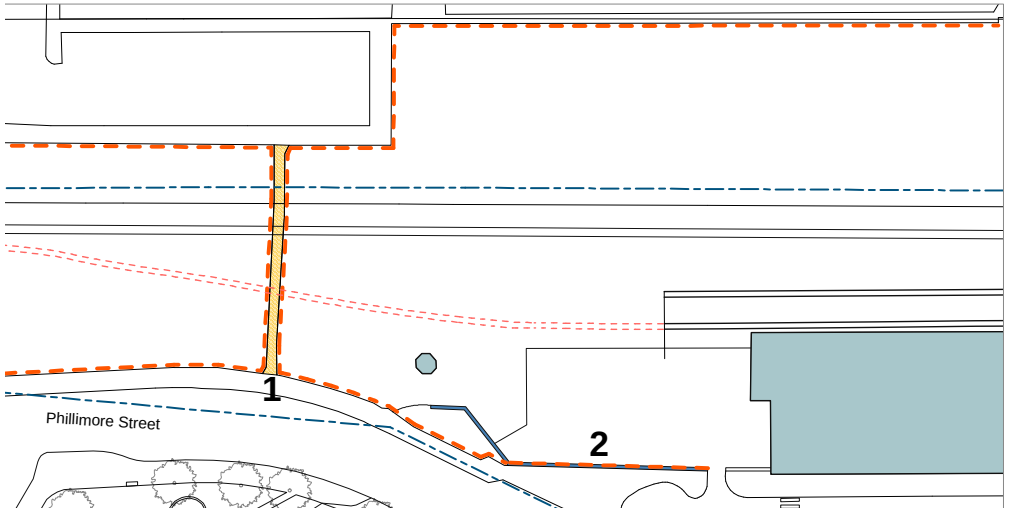


FIGURE 8.5a Existing pedestrian railway crossing.

LEGEND

- Possible development
- Pedestrian only areas
- Station Precinct boundary
- Shared pedestrian/cycle area
- Share street (outside Station Precinct)
- 1 New road crossing (subject to approval)
- 2 New pedestrian crossing (subject to approval)
- Controlled/gated pedestrian crossing area (3m wide)
- Hardscape landscape treatment within rail reserve (fenced with no public access, subject to approval)

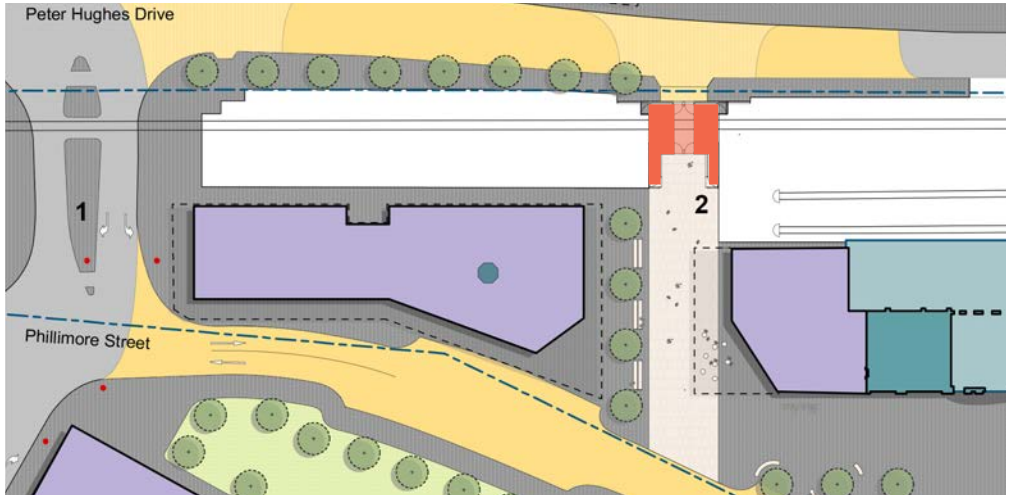


FIGURE 8.5b Proposed pedestrian railway crossing.

8.0 COMPONENTS OF THE PLAN

8.6 Streetscapes

8.6.1 COMMON STREETSCAPE CHARACTER

The Fremantle Station Precinct encompasses the Fremantle Railway Station and, as such, the Precinct Plan aims to incorporate the key elements of a Transit Oriented Development in the context of greater Fremantle city and Victoria Quay. Whilst there are no major streets directly within the precinct, the streets which are adjacent the Fremantle Station Precinct are directly linked to the nature of its character.

Everything that can be incorporated into adjoining streets to enhance the pedestrian experience should be promoted and/or facilitated.

8.6.2 ELDER STREET

Existing traffic signals currently utilised for the bus interchange exit will require relocation, with an additional set of lights for the new bus interchange entry.

The continuation of the same road redesign undertaken along Beach Street will incorporate on-street dedicated cycle lanes, defined vehicle lanes and upgraded and widened footpaths with infill tree planting. Continuation of the Norfolk Island pines along the PTA boundary will help provide shade to pedestrians, whereas redevelopment on the street's southern boundary will provide shade through awnings along this edge.

8.6.3 ELDER/PHILLIMORE SHARED STREET

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

Street furniture, shelters at transit stops, seating and light columns should be selected from a common suite of designed elements that compliment the Victoria Quay Style Guide.

The Phillimore Street/Market Street intersection is on one of the main pedestrian routes that connect Fremantle Railway Station to the city. High pedestrian volumes crossing Phillimore shared Street will force vehicles to slow down and encourage drivers to take alternative perimeter routes when accessing western parts of Fremantle.

The Pioneer Park edge of Phillimore Street is utilized for CAT Bus stops, taxi drop off and pick up as well as private parking. These need to be carefully placed to avoid creating a barrier between the station forecourt, the primary pedestrian path to the Commercial Precinct and to Pioneer Park.

ELDER/PHILLIMORE SHARED STREET

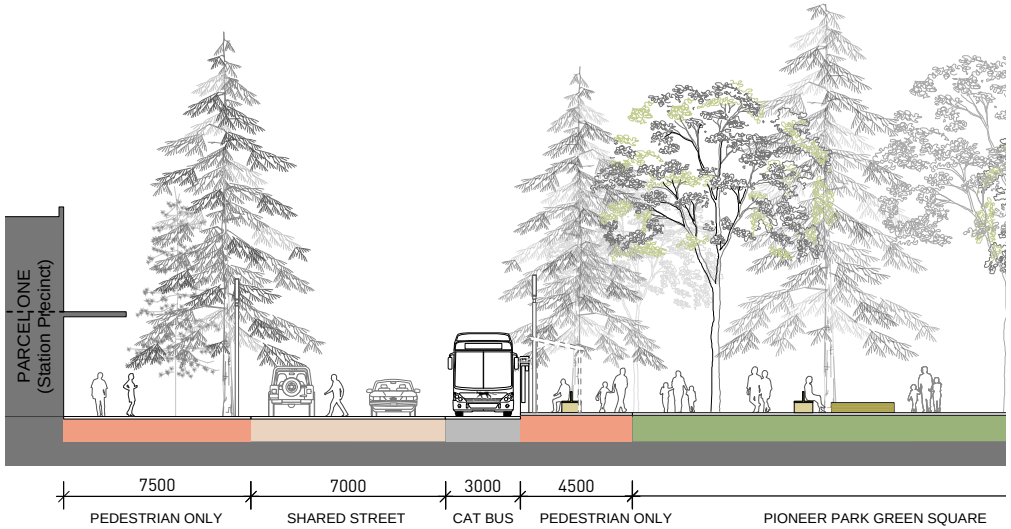


FIGURE 8.6a

8.6.4 QUEEN STREET

Queen Street will require a re-design by the City of Fremantle. Detail design is dependant on the eventual location of the new bus interchange entry.

The character of the street will change with the implementation of Amendment 49 development sites located along Queen Street. Road widening with increased footpath widths will also ensure good access from and to the Fremantle Railway Station.

If Queen Street Bus Interchange entry is developed, priority bus lanes for peak hour operation may be provided. Traffic signals are also likely to be required at the ElderStreet/Queen Street intersection. Refer to 8.7 for further detail.

8.6.5 PACKENHAM STREET EXTENSION

The new signalised rail crossing will provide western vehicular access to Victoria Quay from Pakenham and Phillimore Street. Pedestrian crossing is also provided.

Detail design and documentation already undertaken has developed a street characteristic derived from traffic engineer constraints and rail safety criteria.

8.6.6 STREET TREES

Continue the use of heat and drought tolerant street trees, such as Norfolk Island pines.

8.0 COMPONENTS OF THE PLAN

8.7 Public Transport

QUEEN STREET BUS INTERCHANGE CONCEPT

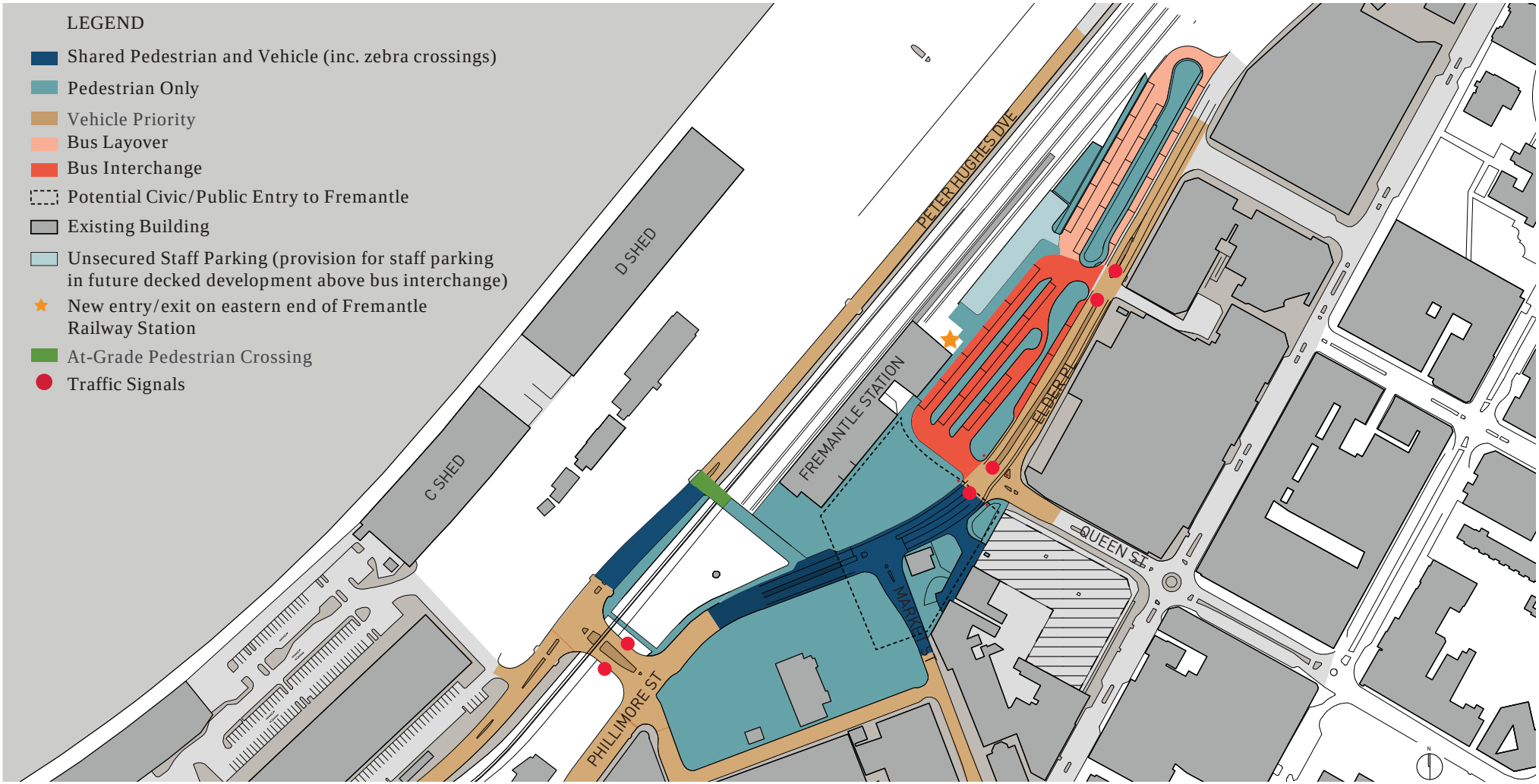


FIGURE 8.7a

8.0 COMPONENTS OF THE PLAN

8.7 Public Transport

8.7.1 QUEEN STREET BUS INTERCHANGE

The Queen Street bus interchange entry offers an improved pedestrian and street level connection across Elder Street to both the interchange and the station.

The large station forecourt will provide a much needed address to the station.

By diverting heavy bus traffic and extending the shared street to encompass the larger City Square the focus is placed back on the amenity and comfort of pedestrians and commuters accessing the city from the station and bus interchange. Modifications to the road network for the Queen Street entry option is required.

The Queen Street bus interchange is yet to be designed and will require detail engineering design to ensure all bus stands and circulation is internal and not on road reserve land.

8.7.2 ROAD REDESIGN

Queen Street and Cantonment Street will require a re-design by the City of Fremantle. Detail design is dependant on the eventual location of the new bus interchange entry.

The character of the street will change with the implementation of Amendment 49 development sites located along Queen Street. Road widening with increased footpath widths will also ensure good access from and to the Fremantle Railway Station.

8.7.3 ROAD MODIFICATIONS

For the Queen Street bus interchange entry to be developed, PTA requires that the following elements are included to minimise increasing bus traveling times:

- Right turn pockets are required at the intersections of Phillimore Street and Elder Place turning into Market Street, Queen Street and the bus interchange to prevent gridlock caused by vehicles waiting to filter turn blocking through-traffic along Phillimore Street and Elder Place
- Queen Street between Cantonment Street and the entry to the bus interchange should be designated as 'bus only' to accommodate the combined volume of all bus services converging via Queen Street
- Signals at the entry of the bus interchange should be configured to prioritise bus movements to minimise queuing back along Queen Street, Cantonment Street and Market Street

This requirement is the most critical in making a Queen Street entry viable for Transperth bus services. In the traffic model developed by PTA consultants, the designation of Queen Street as 'bus only' redirects westbound traffic on Phillimore Street to access Queen Street via Market Street and Cantonment Street. This additional traffic creates significant delay for Market Street bus services by both delaying the right turn into Cantonment Street and adding to queuing in Cantonment Street. (An average 936 seconds journey time is added to Market Street services.) This level of delay is unacceptable and priority needs to be given to bus movements from this point to Queen Street.

PTA suggests the following measures:

- The right turn from Market Street into Cantonment Street is allocated the right-of-way movement with a 'Give Way' or 'Stop' line
- Traffic calming for south bound traffic on Market Street between Phillimore Street and Cantonment Street
- Priority measures on Cantonment Street in the form of bus lanes or queue jumps.

This would serve to significantly reduce journey times for Transperth services and encourage private vehicle traffic to redistribute either via the west end precinct or continuing along Elder Place and using Goldsbrough Street or Parry Street to access the Queen Street and Adelaide Street precinct.

8.7.4 PARKING

The Queen Street entry impacts on the Park 'n' Ride car bays (106 bays) close to the railway station. These are likely be relocated further east.

It is important to note that as Fremantle Station is a combined train and bus interchange with the benefit of over 800 bus connections to the station per day, PTA should work to ensure bus operations continue to provide a service that reduces the reliance on accessing the station by private vehicles.

Potential development above the bus interchange may provide PTA staff and commuter parking. However, parking should not be a key priority for a primary public transport hub.

8.0 COMPONENTS OF THE PLAN

8.8 Built Form Design

BUILT FORM PLAN

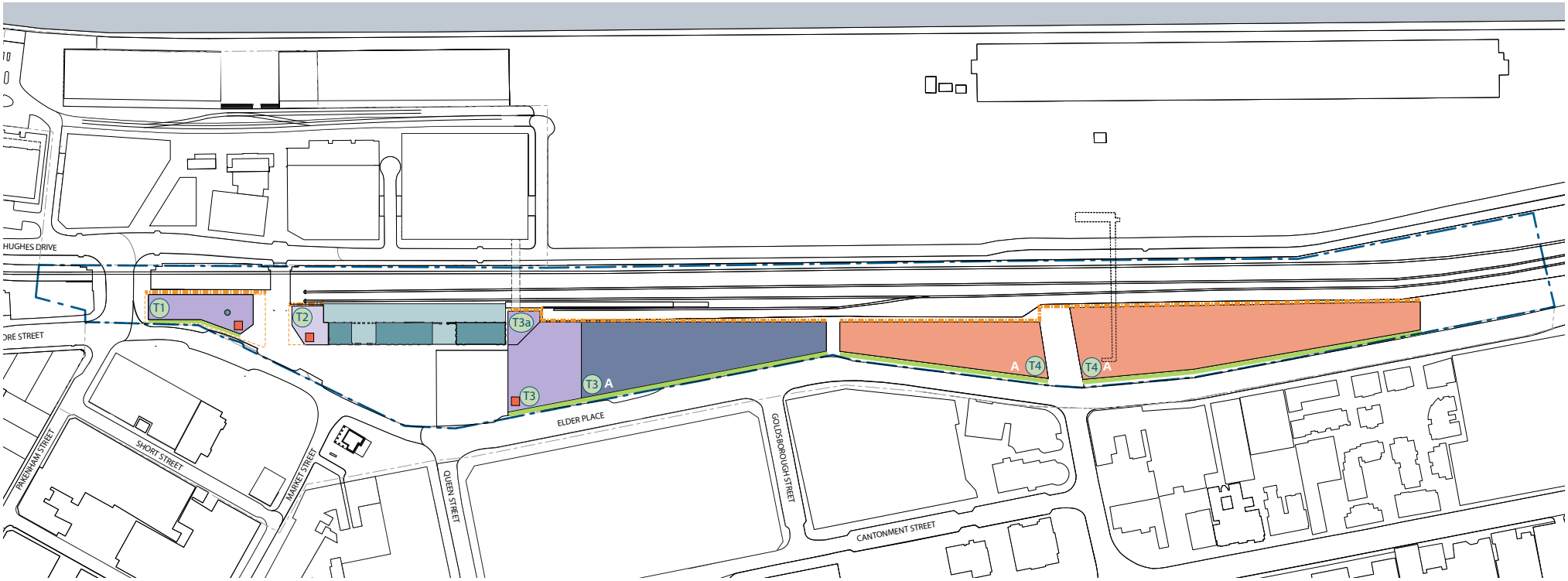


FIGURE 8.8a

8.0 COMPONENTS OF THE PLAN

8.8 Built Form Design

8.8.1 BUILDING TYPOLOGY 1

A free standing building encompassing the site of the Old Oil Store (which has primary heritage significance). A maximum of three stories high.

It is a building to be seen from all angles, and will be constrained in terms of vehicular services, access and parking. It will primarily address Phillimore Street and the new pedestrian railway crossing with secondary significance given to the surrounding vehicular streets. The facade facing the railway line must also be considered.

Approved setbacks and land use are to meet Office of Rail Safety criteria. Existing PTA staff parking to be relocated within new bus interchange (see Building Typology 3).

8.8.2 BUILDING TYPOLOGY 2

The Fremantle Railway Station will be flanked on its west by a development supporting the activity of the station, for example food and beverage.

This single story development forms a building edge with the existing station building, and will need to address the new pedestrian link across the rail tracks to Victoria Quay.

Any development will require heritage approval and consideration in relation to Fremantle Railway Station.

8.8.3 BUILDING TYPOLOGY 3

A relocated and redesigned at-grade bus interchange. Above the bus interchange, within a leasehold framework of the airspace, is a building development option of up to four levels.

The upper levels over the bus interchange are to contain parking, including secure PTA staff parking or a combination of private and commuter parking. There is the possibility for commercial building use with potential for redevelopment of the shopping centre opposite within the Amendment 49 planning framework. This would provide an integrated development proposal with links via a pedestrian bridge over Elder Street. Columns, stair wells, lift lobbies and other components of the airspace building to be built on PTA land.

On the east side of the station (Building Typology 3a), a small free-standing building (maximum three storeys) providing shared and secure access to the proposed airspace development (Building Typology 3) and secure access to and from the Fremantle Railway Station. In addition, this development can allow for access to a possible pedestrian bridge over the rail tracks connecting to Victoria Quay's Commercial Precinct.

Any development will require heritage approval and consideration in relation to Fremantle Railway Station. Approved setbacks and use to meet Office of Rail Safety criteria.

8.8.4 BUILDING TYPOLOGY 4

Maximum three storey buildings with vehicle entries to decked car parking off Beach and Elder Streets.

Ground floors to have commercial tenancies addressing existing streets with public open space aligning with the key Parry Street view corridor.

Approved setbacks and use to meet Office of Rail Safety criteria.

8.8.5 BUILDING SETBACKS

Setbacks establish the building line in relation to the front of a lot or street edge. They are intended to:

- Contribute to the public domain by enhancing streetscape character and the continuity of street facades
- Provide a minimum 2.5m pedestrian footpath as well as a landscaped buffer.
- Minimise overshadowing of the street or to other buildings
- Refer FIGURE 8.8a for nominal required building setback locations
- Setback dimensions subject to further detail design and Detailed Area Plan requirements
- Setbacks facing existing rail-line to be determined and approved by Office of Rail Safety criteria.

8.8.6 BUILDING HEIGHT

Maximum building heights have been defined in order to achieve the vision for the precinct as a key urban knuckle.

These requirements are to ensure all future developments respond to the desired urban scale and character of their street and the broader area with articulated expressions of height at key points and reference to human scale at others.

It should be noted that specific development applications will be assessed on a wide range of design elements in addition to height and density requirements (subject to DAP).

Refer FIGURE 8.8a for maximum allowable building heights.

An example of airspace leasehold development over Bondi Junction bus and train interchange.

8.0 COMPONENTS OF THE PLAN

8.8 Built Form Design

8.8.7 FLOOR LEVELS VERSUS STREET LEVELS

- All universal access requirements are to be met
- All ground floor retail developments' floor to floor measurements must be a minimum of 4.2m
- Balustrades to any areas of raised ground level must be at least 75% visually permeable.

8.8.8 FACADES

The architectural quality of building facades has the ability to contribute to the street character and enhance the public domain.

- Facades must be composed with an appropriate scale and proportion that responds to the buildings use
- Facades at street level are to address the pedestrian by way of scale
- Material and colour composition must be restricted and considerate of the adjacent buildings
- Composition of facades facing onto existing rail-line to be of equal nature to street facing facades.

8.8.9 AWNINGS

Awnings play an important role in creating a pleasant street environment. Awnings on buildings provide welcome relief from the heat and direct sunlight. They are also useful in the winter, providing temporary shelter from unexpected rain showers.

- Awning depth is to be minimum 2.1m
- All awnings and colonnades must have a minimum clearance height of 2.75m
- Awnings should be in-line with the architectural intent of the building on which they belong.

Refer FIGURE 8.8a for awning locations.

8.8.10 BUILDING CORNERS

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.

- Continuity of building material is acceptable where the corner is addressed through detail or aperture design
- Corners that can be seen from various angles or terminate a view corridor should exploit this important location through their architectural expression.
- Refer FIGURE 8.8a for key locations.

8.8.11 ENVIRONMENTAL PERFORMANCE

Provision for natural lighting (to limit the need for daytime artificial lighting) proponents shall follow criteria in the Green Building Council of Australia star rating system (IEQ-4-Daylight).

8.8.12 ENVIRONMENTAL DESIGN

Attention should be given to energy efficient design principles and construction materials in the design of buildings and spaces.

8.8.13 MATERIALS AND ARCHITECTURAL QUALITY

The distinctive materials and design features which have stood the test of time on the adjacent West End buildings shall inform new development.

- New development should be informed by these existing materials and colours whilst not seeking to replicate them.

8.8.14 BUILDING SIGNAGE

Integrate signage into the architectural composition of its building.

8.8.15 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.

- Building entries should be designed as integral and identifiable elements of the building facade
- Promote upper level development that is well connected to the street and contributes to the accessibility of the public domain.
- Pedestrian and vehicle entry points to buildings must be separate and defined
- The primary and secondary roles of different entries and uses 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 rhythm of entries along a street
- A clear physical and visual connection between street and entry.

8.0 COMPONENTS OF THE PLAN

8.8 Built Form Design

8.8.16 BUILDING SERVICES - AIR CONDITIONING AND PLANT

- Air conditioning units, piped and wired services must not be visible from the public realm. Rooftop mechanical equipment on lower and mid-levels shall be integrated into roof design noting that roofs may be visible from higher buildings.
- Site services should not affect the amenity of the building or the public realm.

8.8.17 NOISE AND VIBRATION

The consideration of sound attenuation at the planning stage of a development can contribute significantly to complying to the relevant noise and vibration attenuation criteria as well as reducing the eventual cost of construction.

- All development must be supported by a noise and vibration assessment report to demonstrate that impacts of noise and vibration from the adjacent rail line will be appropriately mitigated such that the development including compliance with Australian Standard AS 2107-2000 and AS 2670, respectively, through the use of acoustic design of buildings or other appropriate acoustic and/or vibration barriers or treatments.

Refer to WAPC approved document; Implementation Guidelines for State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

8.8.18 WASTE

Rubbish collection and service zones will be located on the secondary (or service) streets generally to the rear of buildings, rather than on primary streets.

- Rubbish storage areas must 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
- NB that Parcel 1 has limited service access and exemptions may be required with regards to the location of waste collection areas and service zones
- Proponents to provide council with a waste collection strategy prior to development approval.

Refer to City Of Fremantle Policy Number SG2 - Waste Minimisation.

8.9 Access and Parking

8.9.1 ACCESS

- Vehicle crossovers are to be minimised, consolidated and shared where possible as per City Of Fremantle Local Planning Policy Precinct 5 – Central
- Improvement of bus interchange entry and crossover required to cater for current and future bus movements. This will require assessment by a traffic engineer to determine the future form of the bus interchange access point to improve traffic flow, bus connectivity and road safety.

8.9.2 CAR PARKING LOCATIONS AND CALCULATIONS

Provision for multi-decked public parking northeast of the Fremantle Railway Station may be an option. Parking requirements for any new development must refer to the standards-based parking requirements for different land uses specified in the city's Local Planning Scheme No. 4 (LPS 4). LPS 4 currently takes precedence when defining parking requirements (Clause 5.7.2).

- Parcel 1 (refer to FIGURE 9.2a) has limited access and parking options. Vehicular access is severely restricted and available only from Phillimore Street. It is encouraged that Parcel 1 is developed under the framework of development within an Activity Centre and not be required to meet standard parking policy provisions
- Transit Oriented Development. The DoP is in the process of developing a new State Planning Policy, which will cap parking provision within activity centres.

8.9.3 MIXED-USE BUILDINGS AND MULTI-DECKED CARPARKING

- Car parking provided generally above ground floors is to be sleeved by other uses (commercial, retail) or appropriately screened, with facade articulation to provide visual interest and contribute to the street character.

Multi-decked parking in Sweden.

Multi-decked parking in Soissons, France.

8.0 COMPONENTS OF THE PLAN

8.10 HERITAGE VALUE PROTECTION

EXISTING HERITAGE AND STRUCTURE WITH PROPOSED NEW DEVELOPMENT PLAN

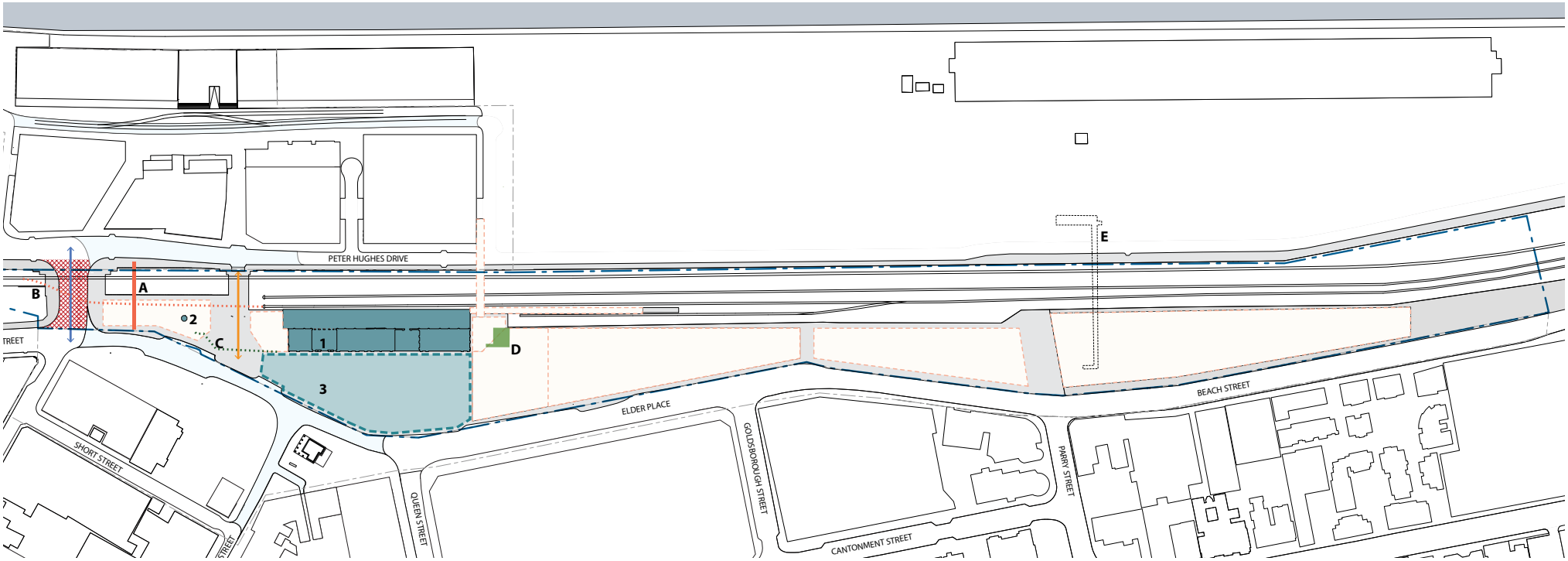


FIGURE 8.10a

8.0 COMPONENTS OF THE PLAN

8.10 HERITAGE VALUE PROTECTION

8.10.1 BACKGROUND

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.

8.10.2 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.

8.10.3 PROCESS

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

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.

Similarly, early engagement with the State Heritage Office is encouraged where places noted below are included on the State Register.

8.10.4 SIGNIFICANCE GUIDANCE

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

This information is not a substitute for reading the conservation plan, but provides preliminary guidance.

8.10.5 SPACES AND ELEMENTS OF PRIMARY SIGNIFICANCE

1. Main Fremantle Railway Station building and platform
2. Old Oil Store
3. Open spaces and circulation

- These spaces and elements should be conserved in-situ 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
- Fremantle Railway Station extensions may be appropriate to the west, where an extension was originally intended, and to the east as a separate building. Both cases must be responsive to the planning principles of the station building
- New structures in front of, or attached to the station will be subject to heritage approval
- There should be a strong endeavour to recover part of the park setting of the station
- Where shelters are necessary they should be as few in number as practical and a high standard of contemporary design with high degree of transparency
- New buildings west of the station are acceptable. New buildings in the precinct should be responsive to the linear planning nature of railway station and track system
- Where conditions do not allow retention and conservation of an element, a high standard interpretive outcome may be acceptable. For example track removal west of the station and partial platform removal to achieve a crossing west of the station building.

8.10.6 SPACES AND ELEMENTS OF SECONDARY SIGNIFICANCE

There are no places of “Secondary Significance” in the Fremantle Station Precinct.

8.10.7 SPACES AND ELEMENTS OF LITTLE OR NO SIGNIFICANCE

- Single storey station relay room
- Bus shelters, signs and seats
- Northern platform extension.

8.0 COMPONENTS OF THE PLAN

8.11 Additional Performance Criteria

The additional performance criteria are designed to generate sustainable, community benefit from development beyond that achieved through meeting Components of the Plan 8.1-8.10.

Floor area yield, car parking and building height control may be relaxed, 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 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	Achievement of 5 Green Star from Green Building Council Australia or equivalent. 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	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 roof top 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.

9.0

Development Framework

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9.0 DEVELOPMENT FRAMEWORK

9.1 Overview

The Station Precinct is in a prime city centre location. As the City of Fremantle develops, this precincts position and land reserves will be of increased value.

Currently, PTA rail reserves around Fremantle Railway Station and bus interchange are predominately utilised as at-grade car parking or exist as lazy assets with no use applied to them.

Over time, as the resident population increases, the viability to develop the rail reserve for private sector development will become an attractive proposition.

The following section describes the options for the development of the Station Precinct with respect to the parcel breakdown, development parameters and potential development program.

9.0 DEVELOPMENT FRAMEWORK

9.2 Parcel Plan

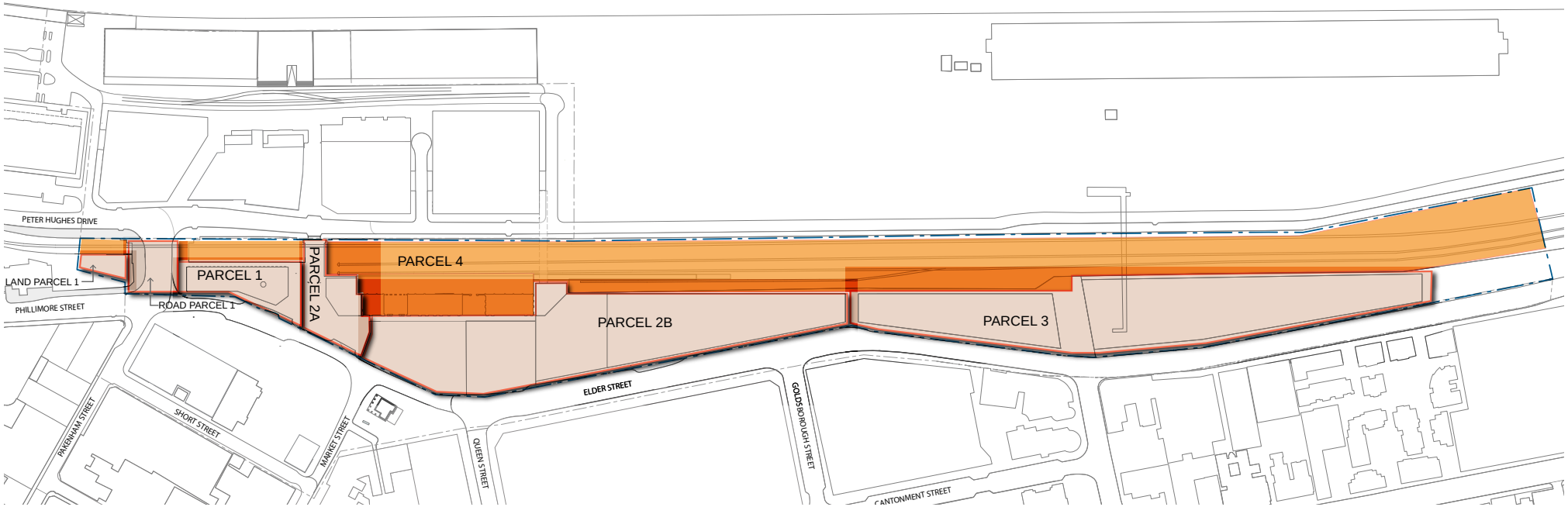


FIGURE 9.2a

LAND AREA SUMMARY

Total Land Area	**6.4 ha (64,000m2)**
Total PTA Operational Only Area	4.24 ha (42,400m2)
Total Public Open Space	0.84 ha (8400m2)
Total Developable Area Footprint	0.51 ha (5100m2)
Total Air Space Developable Area	0.73 ha (7300m2)

9.0 DEVELOPMENT FRAMEWORK

9.3 Parcel Plan & Potential Development Program

9.3.1 LAND AREAS

QUEEN STREET OPTION

PARCEL	Total Area (ha)	TOTAL AREA (m2)	Developable Area (ha)	PTA Operational Area (ha)	Public Open Space (ha)
1	0.21	2100	0.11	N/A	0.1
2A	0.17	1745	0.04	N/A	0.13
2B BUS INTERCHANGE	1.29	12975	0.03	0.99	0.27
2B ABOVE BUS INTERCHANGE	N/A	N/A	0.73	N/A	N/A
3	1.36	13630	1.02	N/A	0.34
ROAD PARCEL 1	0.12	1240	N/A	N/A	N/A
LAND PARCEL 1	0.04	450	0.04	N/A	N/A
PARCEL 4 PTA OPERATIONS	3.25	32500	N/A	3.25	N/A
Totals	6.4	64640	1.24	4.24	0.84

9.3.2 DEVELOPMENT YIELDS SUMMARY

The development yield is not affected by the location of the bus interchange entry.

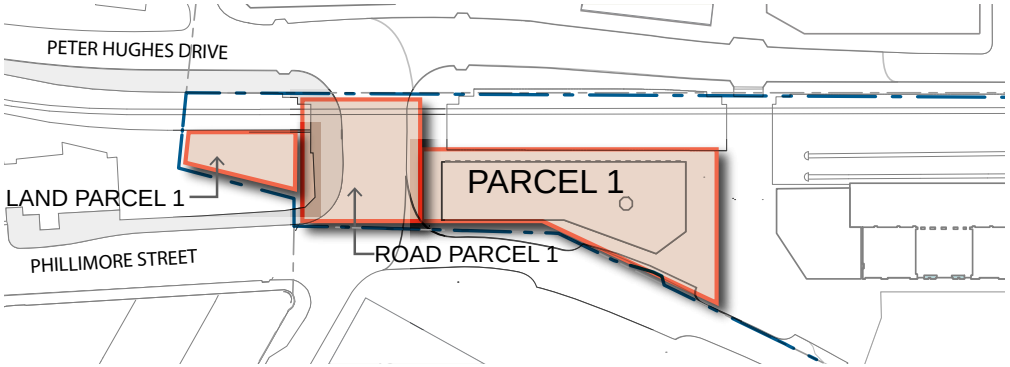
This yield assumes Parcel 2B Above Bus Interchange has a mix of multi decked parking and commercial use.

Parcel 3, assumes total multi-decked car park with minimal retail/food and beverage on the ground floor corner addressing the street and the open space.

PARCEL	TOTAL AREA (ha)	TOTAL AREA (m2)	MAX BUILDING FOOTPRINT (m2)	MAX NO OF STOREYS	GF COMMERCIAL GFA (m2)	GF RETAIL /OTHER GFA (m2)	UPPER LEVEL COMMERCIAL GFA (m2)	TOTAL PARKING BAYS	TOTAL GFA
1	0.21	2100	1155	3	700	350	2310	0	**3465**
2A	0.17	1745	450	1	0	450	0	0	**450**
2B BUS INTERCHANGE	1.29	12975	3OO	2	N/A	N/A	N/A	N/A	**300**
2B ABOVE BUS INTERCHANGE	N/A	N/A	7300	6	N/A	N/A	9800	400	**9800**
3 (PARKING ONLY OPTION)	1.36	13630	10200	3	N/A	250	0	800	**250**
ROAD PARCEL 1	0.12	1240	N/A	N/A	N/A	N/A	N/A	N/A	**1240**
LAND PARCEL 1	0.04	450	N/A	N/A	N/A	N/A	N/A	N/A	**450**
PARCEL 4 PTA OPERATIONS	3.25	32500	N/A	N/A	N/A	N/A	N/A	N/A	**32500**
TOTALS	6.4	64640			700	1300	12110	1200	**48005**

9.0 DEVELOPMENT FRAMEWORK

9.4 Parcel Detail



9.4.1 LAND PARCEL 1

Land Parcel 1 is a small undevelopable triangle portion of reserve adjacent to the Fire Station land area.

For Land Parcel 1 to become a viable development parcel amalgamation with the existing Fire Station land area would be required.

If in the future the Fire Station is relocated to another site and amalgamation occurred, a building of a similar type to Parcel 1 would be possible.

A two/three storey building would assist to define the road crossing and integrate the Commercial Precinct development back to the city, with obvious public realm benefits.

9.4.2 ROAD PARCEL 1

Road Parcel 1 has already been identified and approved for the Pakenham Street extension.

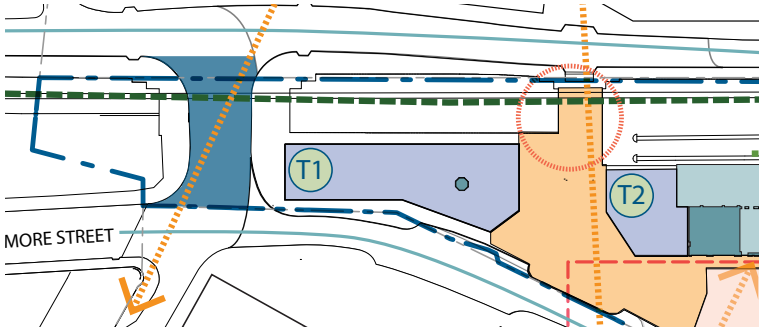
Approvals have lapsed and require to be re-submitted.

9.4.3 PARCEL 1

Land Parcel 1 currently contains redundant rail siding that has Rail Safety approval to be removed.

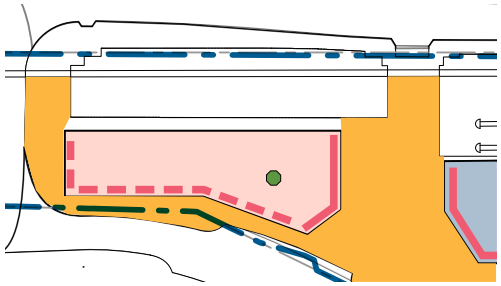
It also contains the heritage significant Old Oil Store and any development within this parcel will require heritage approval.

URBAN STRUCTURE



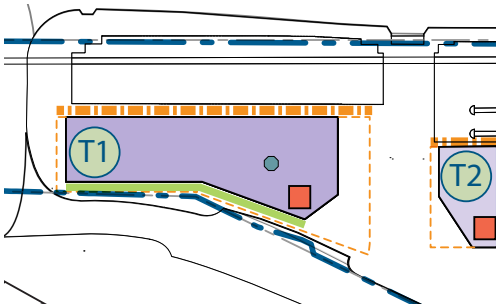
New and existing views
New and existing vehicular access
Passenger line
Freight line
Key urban space and pedestrian rail crossing (connecting Victoria Quay to Fremantle and Fremantle Railway Station)
Proposed Pakenham Street extension

LAND USE



Retail/Entertainment/Commercial/Public U
Old Oil Store
Open space

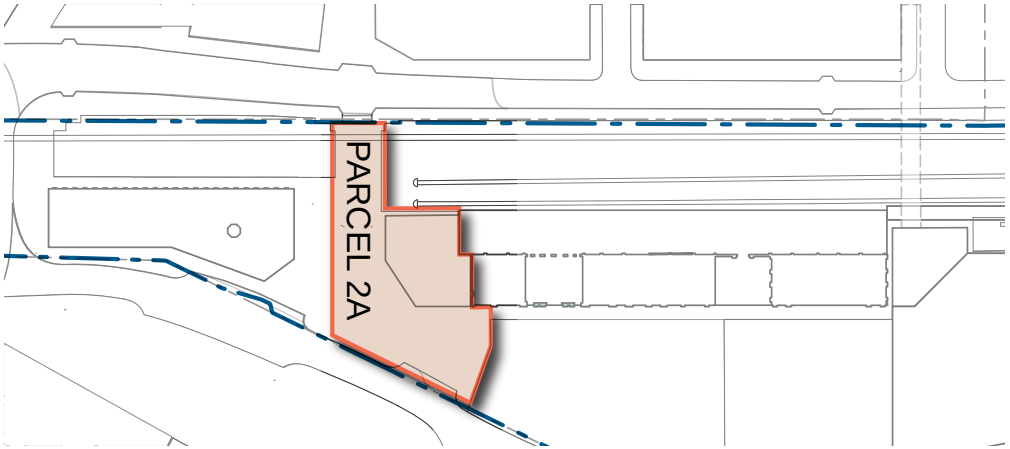
BUILDING HEIGHT & TYPE



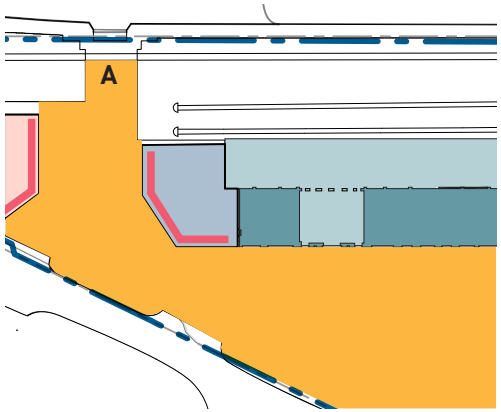
2-3 storeys
Key corner elements
Awnings
Setbacks (to be determined and approved by Officer of Rail Safety)
Street setbacks (allow for min 2.5m pedestrian footpath and tree planting)
T1 Building Type 1

9.0 DEVELOPMENT FRAMEWORK

9.4 Parcel Detail

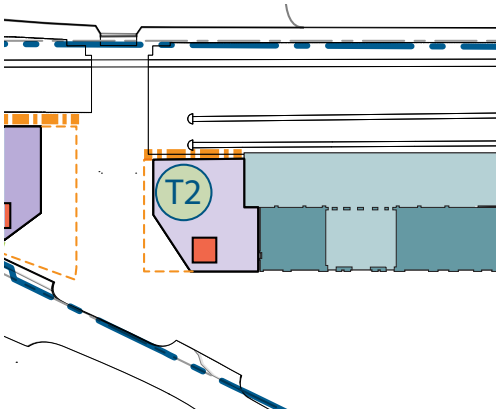


LAND USE



Fremantle Railway Station
Open space
Retail/Entertainment/Public Use (Excludin
Primary active ground floor frontage
Secondary active ground floor frontage
Queen Street entry at-grade bus operations area
A New pedestrian rail crossing

BUILDING HEIGHT & TYPE



Fremantle Railway Station
1 storey
Key corner elements
Awnings
Setbacks (to be determined and approved by Officer of Rail Safety)
T2 Building Type 2

9.4.4 PARCEL 2A

Parcel 2A is the location for the primary pedestrian connection to the Commercial Precinct from the station and bus interchange.

Approval in principle has been obtained based on the Phillimore Street Integrated Masterplan. Full design and documentation to be lodged for approval with the PTA .

Funding and fair commercial return for the use of PTA's assets will require agreement between all Precinct Partners.

PTA staff parking will need to be relocated and a short-term solution will need to be developed if no long-term solution has been implemented, this is an essential operational requirement.

A single storey extension at the end of the Railway Station could provide for an active use, such as a kiosk with alfresco to support commuters and the general public.

9.0 DEVELOPMENT FRAMEWORK

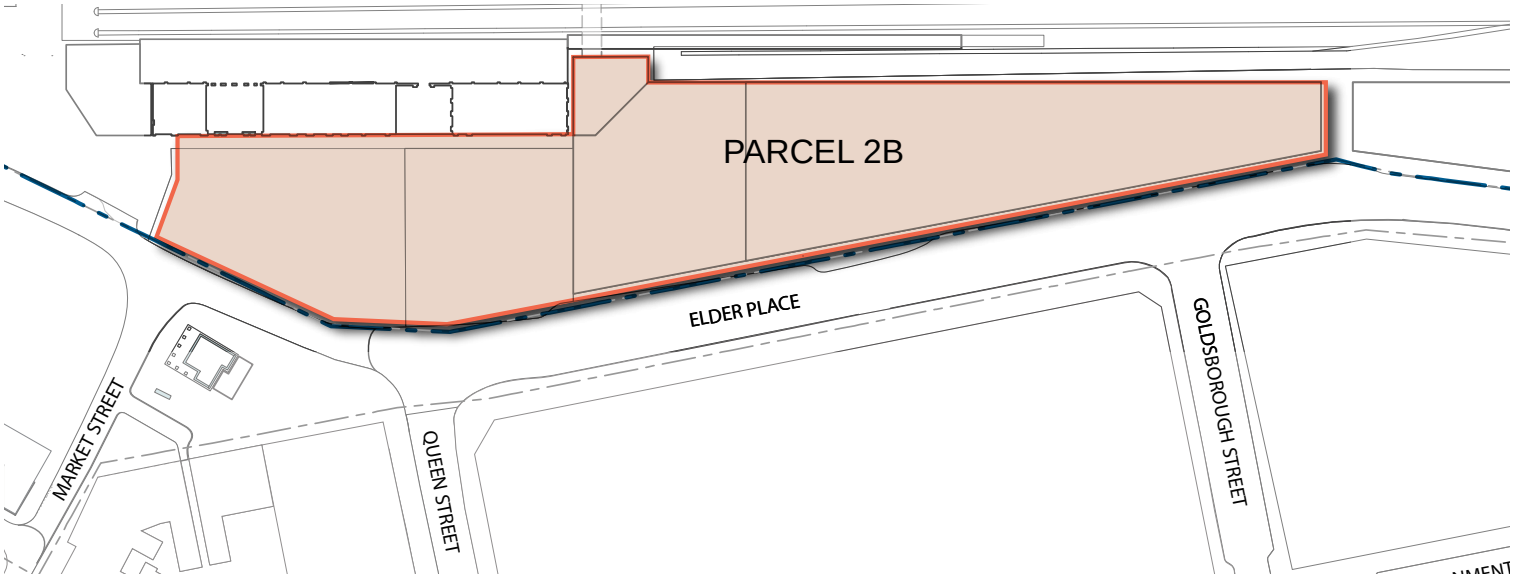
9.4 Parcel Detail

9.4.5 PARCEL 2B

Parcel 2B offers a development option that seeks to utilise the air space above the bus operational area for staff, commuter and public parking with opportunity for commercial use also.

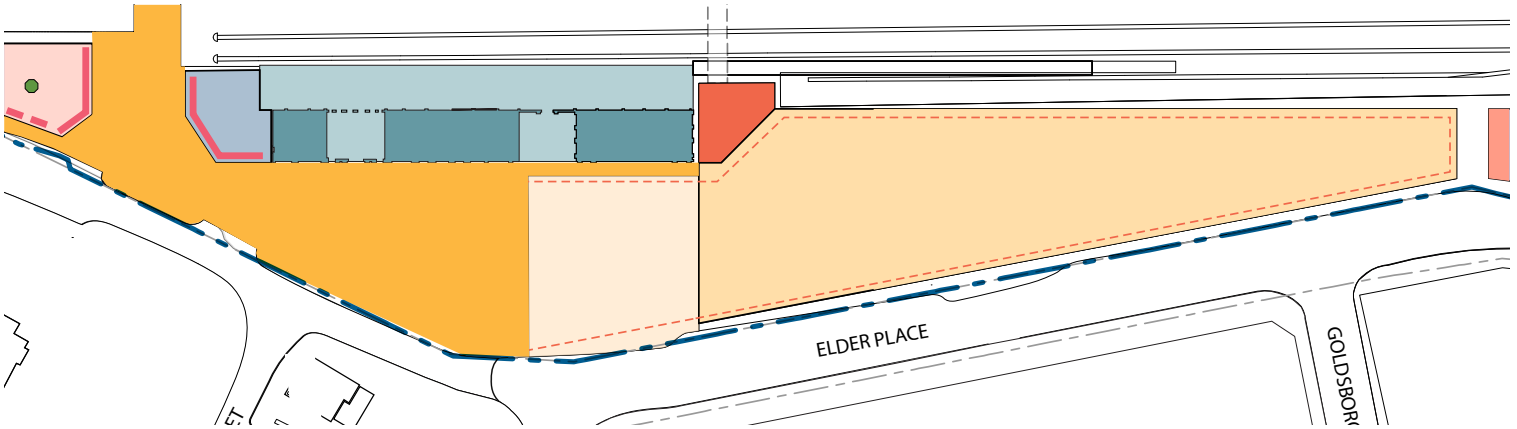
The option to locate key imperatives of the PTA, such as secure staff parking and limited commuter parking above ground level significantly removes the bus interchange design constraints for both entry options. However, the Heritage Council approval would be required.

Temporary PTA staff parking may need to be provided within Parcel 2B prior to the parcel's full implementation.



LAND USE

- Fremantle Railway Station
- Open space
- Ground floor Bus Operational Area
- Ground floor Bus Operational Area Upper floors Commercial/Commuter and Public Car Park
- Primary active ground floor frontage
- Secondary active ground floor frontage
- Queen Street entry at-grade bus operations area
- Fremantle Station Precinct Boundary

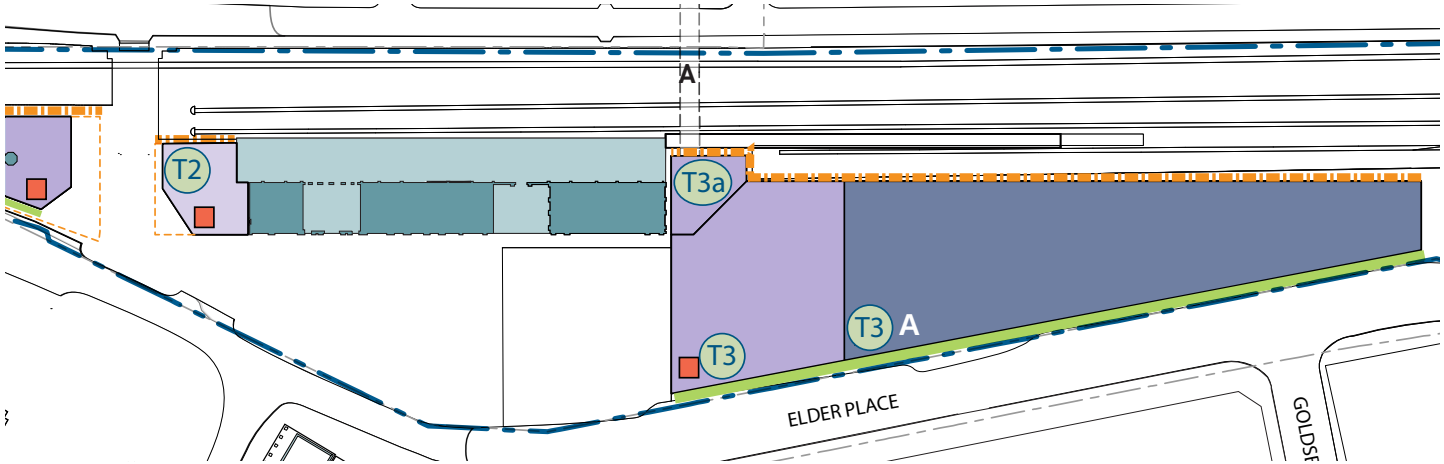


9.0 DEVELOPMENT FRAMEWORK

9.4 Parcel Detail

BUILDING HEIGHT & TYPE

- Fremantle Railway Station and Old Oil Store
- 2-3 storeys
- 4-6 storeys
- Key corner elements
- Awnings
- Setbacks (to be determined and approved by Officer of Rail Safety)
- Street setbacks (allow for min 2.5m pedestrian footpath and tree planting)
- T3a T3 Building Type 3
- A Potential bridge overpass (subject to approval)



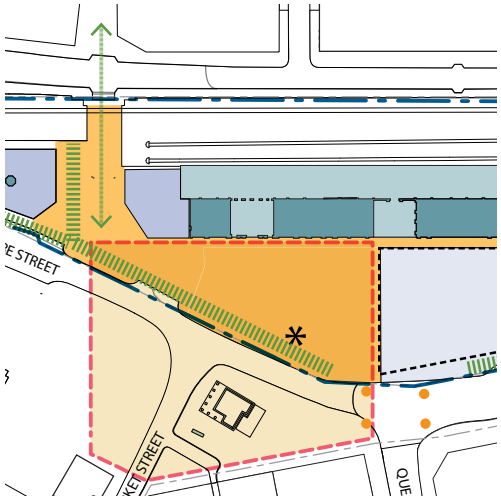
9.4.6 CONNECTION TO OTHER PRECINCTS

Parcel 2B has the potential to link, via a bridge to the Commercial Precinct and to its eastern building (refer to T3a building type).

A pedestrian bridge could also connect over Elder Street to Amendment 49 future redevelopment site, providing additional car parking or commercial space.

Any development including a bridge over the road reserve and/or rail reserve will be subject to approval by the relevant authorities.

URBAN REALM PLAN



- Fremantle Railway Station and Old Oil Store
- Station Square
- Pioneer Park Precinct area that forms part of the City Squ
- Station forecourt
- Potential development blocks
- Bus operational area
- Queen Street entry concept at-grade bus operations area
- Potential public art sites
- Street tree planting
- Pedestrian overpass (subject to approval)
- Shared pedestrian/cycle path
- Traffic signals

9.0 DEVELOPMENT FRAMEWORK

9.4 Parcel Detail

9.4.8 PARCEL 3

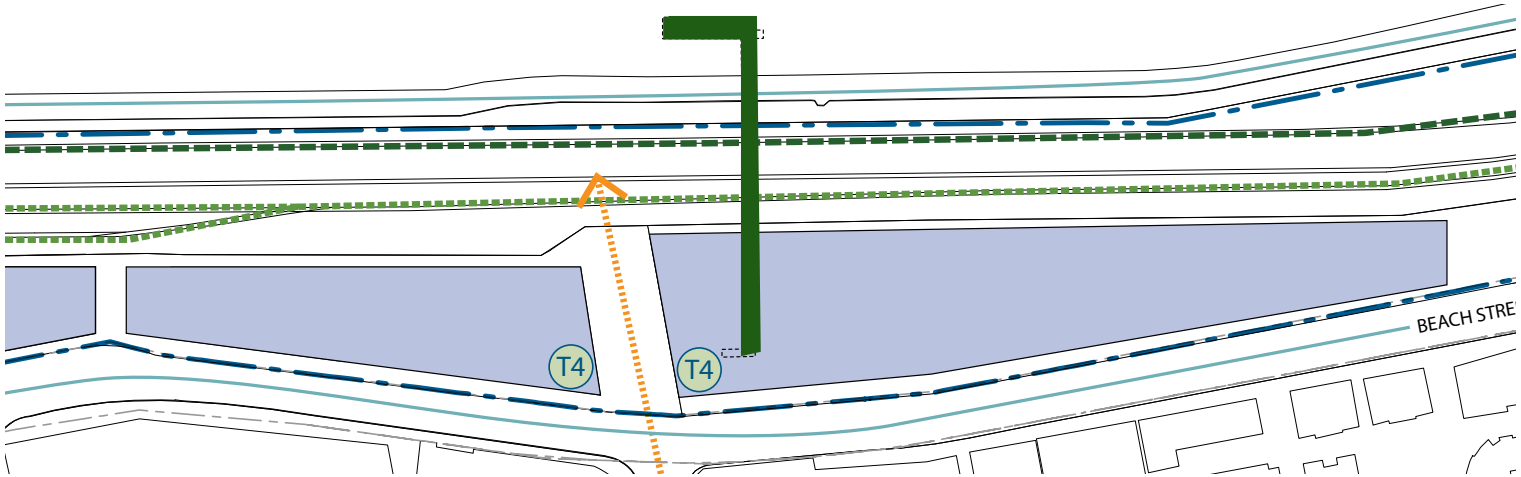
Parcel 3 offers a limited development option based around multi decked public parking and commercial use. Due to its close proximity to the rail tracks, residential use is not supported.

As the east end of Fremantle is redeveloped with residential infill, the demand for parking in this area will increase.

A portion of land has been allocated as open space to preserve the view corridor from Parry Street to the port. Increased building setbacks to widen this space and provide for a broader view is encouraged and may offer a solution to the integration of the pedestrian bridge if this is retained.

URBAN STRUCTURE

- New and existing views
- New and existing vehicular access
- Passenger line
- Freight line
- Development blocks
- Existing Passenger Terminal Pedestrian Bridge
- T4 Building Type 4

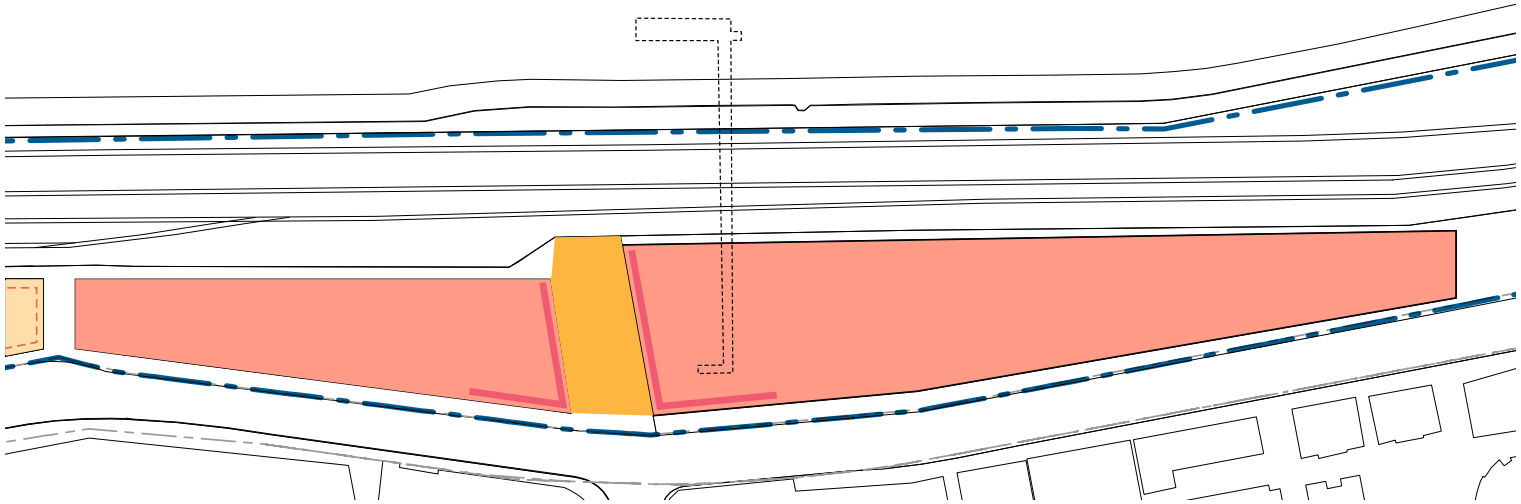


9.0 DEVELOPMENT FRAMEWORK

9.4 Parcel Detail

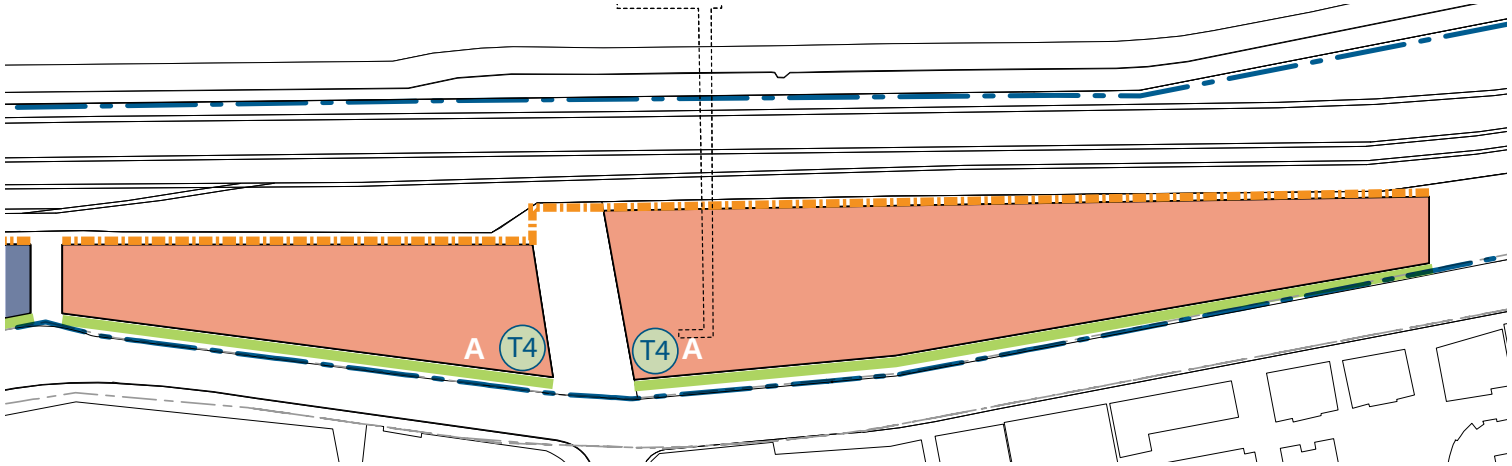
LAND USE

- Open space
- Ground floor Retail/Commercial/Public Car Park
  Upper floors Public Parking
- Primary active ground floor frontage
- Secondary active ground floor frontage
- Queen Street entry at-grade bus operations area
- Fremantle Station Precinct Boundary



BUILDING HEIGHT AND TYPE

- 3-4 storeys
- Key corner elements
- Setbacks (to be determined and approved by Officer of Rail Safety)
- Street setbacks (allow for min 2.5m pedestrian footpath and tree planting)
- T4 Building Type 4
- A Lift overrun, non-habitable services and roof design features may extend past maximum height



10.0

Strategic Implementation Guide

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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 Fremantle Station Precinct has been developed simultaneously with Precinct Plans for the Victoria Quay Commercial Precinct and 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 Precinct Plan Implementation

10.2.1 ENDORSEMENT OF THE STATION PRECINCT PLAN

The process for adoption of the Fremantle Station Precinct Plan is:

1. Station Precinct Plan (Precinct Plan) is to be reviewed and endorsed by the Public Transport Authority (PTA).

2. The Public Transport Authority is to forward the Station Precinct Plan to the City of Fremantle (City) and Fremantle Ports (FP) for information.

3. The Public Transport Authority to forward the Station Precinct Plan to WAPC with:

- Advice as to the advertising that has been undertaken with a summary of comments received and responses to the submissions.
- Advice to the WAPC that the Precinct Plan has also been forwarded to the City and FP with a request that the City and FP forward comments within 60 days direct to WAPC.
- A request that WAPC endorse the Precinct Plan as a guide to future development.

4. WAPC endorse the Station Precinct Plan.

5. Any planning application relating to the Station Precinct is then assessed under the provisions of the Metropolitan Region Scheme and Station Precinct Plan and determined by WAPC.

10.2.2 MODIFICATION TO STATION 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 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 Public Transport Authority.

2. Where the modification is deemed by the WAPC to be a major modification, the Public Transport Authority or other party as agreed to by the WAPC are 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, the Public Transport Authority 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 the Public Transport Authority.

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

4. The Public Transport Authority to consider the modification, any submissions received and endorses the modification to the Fremantle Station 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 ENDORSEMENT OF THE FREMANTLE ACTIVITY CENTRE STRUCTURE PLAN

The City of Fremantle is preparing an Activity Centre Structure Plan for the Fremantle Centre. The Fremantle Station Precinct Plan will form part of that Structure Plan. In the event that the provisions of the Fremantle Station Precinct Plan as contained in the Fremantle Activity Centre Structure Plan are modified by the City of Fremantle, the provisions of the Fremantle Station Precinct Plan, as endorsed by WAPC 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 the Public Transport Authority and WAPC as modifications to the Fremantle Station Precinct Plan.

10.0 STRATEGIC IMPLEMENTATION GUIDE

10.2 Precinct Plan Implementation

10.2.4 METROPOLITAN REGION SCHEME AMENDMENT

The land contained in the Fremantle Station Precinct is reserved under the Metropolitan Region Scheme (MRS) as "Railway Reserve."

The WAPC has discretion to approve development proposals that are not transport related in the "Railway" reserve, provided that they do not compromise the long term strategic planning for the transport facility and are in accordance with the Fremantle Station Precinct Plan.

In the event that the Public Transport Authority deems that any land subject to the "Railways" reservation is no longer required for the long term strategic planning for the transport facility, the Public Transport Authority may request that the WAPC amend the Metropolitan Region Scheme reservation from "Railway reserve" 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 Fremantle Station Precinct Plan is reserved under the MRS, decision making for any development rests with the Western Australian Planning Commission. Whilst planning approval is not required for a public work it is noted that in regard to railways, a public work does not include the construction or alteration of a railway station or any related car parks, public transport interchange facilities, or associated means of pedestrian or vehicular access.

The precinct plan 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 overall function or integrity of the Precinct Area and must be consistent with the Vision and Guiding Principles of the Precinct

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

- All applications for planning approval shall be signed by the State Lands Department as the land is Crown land and lodged with the City of Fremantle.
- Within 7 days of receiving the application, the City must forward the application to WAPC for determination.
- The WAPC shall refer applications to the State Heritage Office for comment as required under the Heritage Act of Western Australia Act 1990.
- 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 Fremantle Station 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. However, if the application is referred to the State Heritage Office for comment, in accordance with the Heritage of Western Australia Act 1990, then the application shall not be determined until the advice of the Heritage Council is received.

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 relocation or modification of the bus exchange and possible modification to the existing parking arrangements and road alignment are potentially a major capital improvement to the Precinct.

Any new road connection, pedestrian connection and the Fremantle Railway Station forecourt will also 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 Victoria Quay Commercial Precinct 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.

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 Station Precinct Plan.

Action	Agencies involved
Short term (1-5 years)	
• WAPC adopt the Fremantle Station Precinct Plan	PTA, WAPC
• Continue working with the City of Fremantle and Fremantle Ports to progress precinct plans	PTA, CoF, WAPC, FP
• Public Transport Authority to determine the delivery model for the Fremantle Station Precinct project	PTA
• Public Transport Authority to discuss delivery model with the City of Fremantle and Fremantle Ports	FP, PTA & CoF
• Oversee preparation of detailed design drawings of the acceptable bus interchange and road modifications	PTA
• Formal approvals being obtained from the Office of Rail Safety once detailed design for modification to Fremantle Station is complete	PTA
• Review of the current land tenure and leasing arrangements within the precinct	PTA
• Establish time frame for implementation of infrastructure works and public realm areas	FP, PTA, CoF
Long term (5-10 years)	
• Review of Metropolitan Region Scheme boundary	PTA, WAPC

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